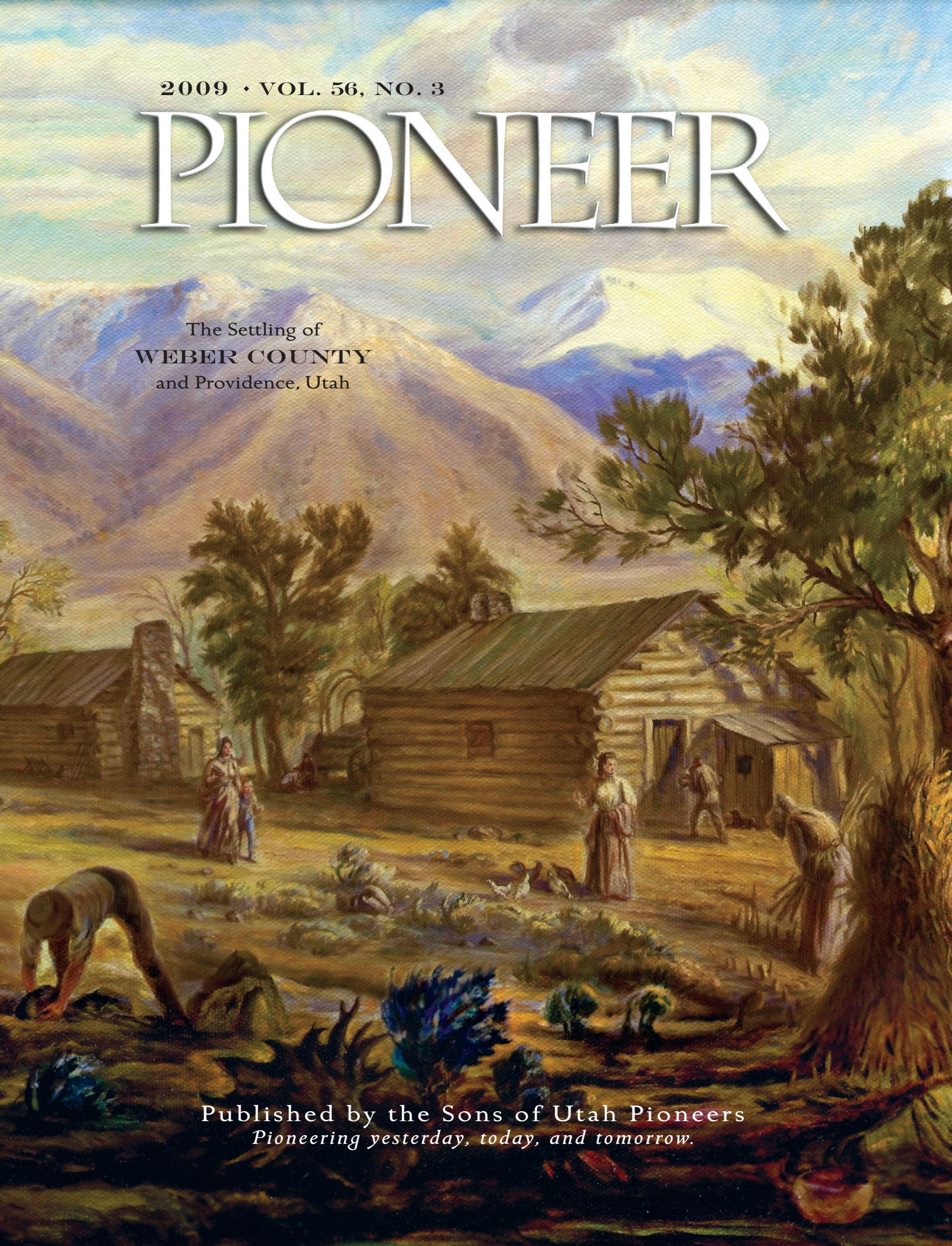


2009 • VOL. 56, NO. 3

# PIONEER

The Settling of  
WEBER COUNTY  
and Providence, Utah



Published by the Sons of Utah Pioneers  
*Pioneering yesterday, today, and tomorrow.*



# PIONEER

## FEATURES

UTAH'S FIRST CITIZEN: MILES GOODYEAR	2
PETER SKENE OGDEN	4
BEYOND BEN LOMOND'S PEAK: A History of Weber County, <i>by Milton R. Hunter</i>	9
OGDEN PIONEER DAYS: 75th Anniversary <i>by Reid H. Brown and R. Kent Nilsson</i>	17
LORIN FARR: First Mayor of Weber County	18
INDIAN TROUBLES OF 1850–1854 <i>by Richard C. Roberts and Richard W. Sadler</i>	20
"THE BURG ON THE BEAR," Corinne, Utah <i>by Frederick H. Huchel</i>	24
THE TRANSCONTINENTAL & UTAH CENTRAL RAILROADS <i>by Anne Miller Eckman</i>	26
PROVIDENCE, UTAH: Sesquicentennial 2009 <i>by Doran J. Baker</i>	33

**COVER ART:** Providence,  
Utah, © by Everett Thorpe,  
Courtesy Providence City.



## DEPARTMENTS

President's Message: <i>by Roger C. Flick</i>	1
---	---

Published by the Sons of Utah Pioneers  
*Pioneering yesterday, today, and tomorrow.*

© 2009, The National Society of the Sons of Utah Pioneers.  
The *Pioneer* is a trademark owned by the National Society of the Sons of Utah Pioneers.

### PRESIDENT

*Roger C. Flick*

### PRESIDENT-ELECT

*Dil Strasser*

### PUBLISHER

*Kent V. Lott*

### EDITOR-IN-CHIEF & MAGAZINE DESIGNER

*Susan Lofgren*

### EDITORIAL ADVISORY BOARD

*Linda Hunter Adams*

*Angus H. Belliston*

*Dr. F. Charles Graves*

*Francis A. Madsen, Jr.*

*Booth Maycock*

### SENIOR ADVISOR

*John W. Anderson*

### WEBSITE

[www.sonsofutahpioneers.org](http://www.sonsofutahpioneers.org)

### NATIONAL HEADQUARTERS

3301 East 2920 South

Salt Lake City, Utah 84109

(801) 484-4441

E-mail: SUP1847@comcast.net

### PUBLISHED QUARTERLY

Salt Lake City, Utah

### MISSION STATEMENT

*The mission of the National Society of the Sons of Utah Pioneers is to preserve the memory and heritage of the early pioneers of the Utah Territory. We honor the pioneers for their faith in God, devotion to family, loyalty to church and country, hard work and service to others, courage in adversity, personal integrity, and unyielding determination.*

*The society also honors present-day pioneers worldwide in many walks of life who exemplify these same qualities of character. It is further intended to teach these same qualities to the youth who will be tomorrow's pioneers.*

### NEW SUBSCRIPTIONS:

Call: **1-866-724-1847**

\$15.00 per year. For reprints and back issues, please contact the SUP.



# PRESIDENT'S MESSAGE

by Roger C. Flick, BYU LIBRARY

The whole notion of the early settlement patterns of Utah Territory, Deseret, and the greater Rocky Mountain area is a complex and multifaceted one. The Ogden Valley area was a prime area for settlement prior to the coming of the railroad.

The Mountain Men were the earliest explorers of the area and were often referred to as trappers, guides, and frontiersman. Such men included Miles Morris Goodyear, a fur trader who built and named it Fort Buenaventura, which was later purchased by the LDS church for \$1,950. This was the beginning of Ogden, eventually named after Peter Skeen Ogden, a chief trader with many companies in the West and in Canada.

Some of the early pioneers included Horace Eldredge, businessman, legislator, and a member of the First Presidents of Seventies; Jefferson Hunt (for whom the town of Huntsville is named), Joseph and Charles Wood, Edward Rishton, Nathan Coffin, and James Earl to name a few.

Many contemporary prominent people born in the general Ogden area include John M. Browning (firearms designer), J. Willard Marriott (Hotel magnate), Osmond family members (singers), Janice Kapp Perry (songwriter), Fawn Brodie (historian), Gunn McKay (politician), to mention only a few.

Those who settled in the Ogden Valley area were of British and particularly of European descent. Even today, more mixed nationalities appear in Ogden Valley than in any other valley in Utah. Eventually, many government programs were imported, drawing from populations of non-pioneer stock. Other than Salt



Lake Valley, Ogden Valley has been punctuated with great diversity, with its talents, leadership, education, politics, and occupations. Ogden has a rich pioneer heritage from which has sprung benevolent families.

Plan to learn more about the Ogden Valley and its pioneers by attending the 2009 National Encampment/Convention in Ogden, Sept. 17–19, 2009. Convention headquarters will be at the Ogden Marriott Hotel, 247 24th Street. The featured keynote speaker will be Richard Turley, LDS Church Assistant Historian and Recorder. (See registration form on back cover of this issue.)

It is my hope that we will experience love and compassion for our ancestors as we reflect upon the pioneer spirit which has been embedded in our modern pioneers. We carry their pioneering legacy in our genetic codes. Their qualities of character are in our soul's memory. We are part of their design. By becoming involved in activities of the Sons of Utah Pioneers we can in some small way contemplate the true meaning of our lives and how blessed we are for being genetically predisposed to the character traits of our ancestors.

Let us be Mountain Men, guides, and frontiersmen in leading the way to preserve our pioneer heritage. When opportunities present themselves to serve in the Sons of Utah Pioneers, take advantage of them as they may not come around again. Plan to attend the National Encampment and take part in its activities! Everyone is welcome. ▣

**Our next issue** will feature the history of the pony express in Utah.

Invite friends to **SUBSCRIBE NOW**, or give gift subscriptions so others can enjoy our next informative and interesting issue! Visit our website at

**[www.sonsofutahpioneers.org](http://www.sonsofutahpioneers.org)**





*Kit Carson had decided on the  
West, & Miles did the same.*



# UTAH'S FIRST CITIZEN

## *Miles Goodyear*

Charles Kelly, ranger and writer, calls Miles Goodyear Utah's first citizen, and indeed he has just claim to such a title. Perhaps he might well be called the guide of the 1847 company of Saints to Salt Lake Valley for he met the vanguard of the Saints near Evanston and guided Porter Rockwell down the Echo Canyon and then along the Weber River until Rockwell found the going too tough for the "boss," Brother Brigham.

As with many mountain men, Miles Goodyear was a Yankee by birth and seemed to have inherited the Yankee traits for sharp trading. He was orphaned at three and raised through the charity of relatives and neighbors. This undoubtedly influenced his thinking and love of freedom, which he valued more than security. Perhaps as with many other bound boys, he tired of his shackles and ran away from home, traveling as fast and far as possible until finally he could breathe more freely the air of freedom. Where could a boy go? Kit Carson had decided on the West, and Miles did the same.

On April 30, 1836, the sixteen-year-old Miles Goodyear met the Marcus Whitman party (Dr. Whitman, his new bride Narcissus, Henry H. Spaulding and bride, William H. Gray, and three Nez Perce Indians). He had traveled far, was half

clothed, cold, wet, and very hungry from a two-day lack of meals. He told the Whitman party a tale of some truth—he was from Iowa, needed ammunition, and wanted to go to the mountains. The generosity of the missionaries was such that they supplied him from their larder with food and ammunition, but they also advised him to return to Iowa. The supplies he accepted; the advice he refused.

His offer to aid the party was accepted, however, and they agreed to supply him, in turn, with a horse and equipment. However, at Fort Hall, he left the Whitman party, explaining he did not care for the missionaries—no offense intended—and he wanted to be free to go as he pleased and where. The parting was generous—the Whitmans paid him with an outfit that he had well earned.



❖

Miles' first three years in the mountains were a schooling for him. He lacked supplies and skill to trade with the Indians, and he worked as a camp tender or roustabout. Trappers were free with their knowledge and stories, and gradually Miles learned some rudiments of the trade as he built up a small fund for trading. His reputation at Fort Hall was good, and so when he decided to become an independent trader, the Factor of the Hudson Bay post of Fort Hall, named Grant, extended credit to him. With a pack animal, horse, rifle, and supplies Miles set out for the Great Basin to trade.

Much of Miles Goodyear's trading was done in Utah, and he reportedly went as far south as the Sevier Valley in the south central part of the state. In his second year of trading, he spent some time in Utah Valley and near Payson became acquainted with Chief Pe-teet-neet. The chief had a comely daughter named Pomona whom Miles met. It is doubtful if there were much of a courtship except for the usual exchange of goods with the chief for his daughter, Pomona. As with many Indian brides of trappers, her life was hardly one of romantic adventure and she might well be termed a "fur-widow" for the far-flung trading field called to her husband. However, she did have two children, a boy, William Miles, and a girl, Mary Eliza.

As with all trappers and traders, Miles dreamed of owning his own fort and trading from it. A site for a fort must be chosen carefully. Three prerequisites were necessary, namely, timber, water and grass. In addition, there was also needed a nearby supply of game animals for food and furs.

Jim Bridger had seen the handwriting on the wall and knew that the day of the fur trapper was over. The rumble of wheels of the Whitman party along the Oregon Trail had been followed by other groups. In 1843, Bridger and Louis Vasquez founded Fort Bridger on Black's Fork of the Green River for the convenience of travelers. Such a fort offered much better and safer means of doing business than going from tribe to tribe in search of furs. Furthermore, it would serve as a market to emigrants going west who would need some supplies and horses.

Miles knew of Bridger's fort, and as he looked for a

## Peter Skene Ogden . . .

*Fur trader, trapper, explorer, intrepid leader of Hudson Bay Fur Company. He visited Utah in 1825, 1828 and 1829. Discovered the Humboldt River, in present Nevada, in 1828 and explored thoroughly the northern shores of the Great Salt Lake in 1829. Established Ogden's Hole, modern Huntsville, Utah, the center of the Indian fur trade. Ogden City, valley, river and canyon bear his name.<sup>1</sup>*

Peter Skene Ogden was born at Quebec, Canada, in 1794. He was the son of a prominent lawyer. . . . It has been said of him that he always remained a cultured gentleman and continued to live a noble life.

However, Peter at an early age showed his adventurous spirit and love for an out-of-door life. When he reached maturity, he rejected the law profession and became a trapper. Now he is regarded as one of the most famous explorers and pioneers of the West—a true frontiersman whose name is prominent in Weber County history.

[Ogden] trapped in central Canada until 1818 and then came to the Pacific Coast. . . . In the fall of 1824 Ogden took command of the Snake River expedition. . . . [His] journal relates the experiences of the members of his company during the winter of 1824–25. On December 22, he wrote: "If we do not find some game, we shall surely starve. My Indian guides threaten to leave us. . . . On New Year's Day Ogden wrote: "We had more fasting than feasting. . . . Our horses can

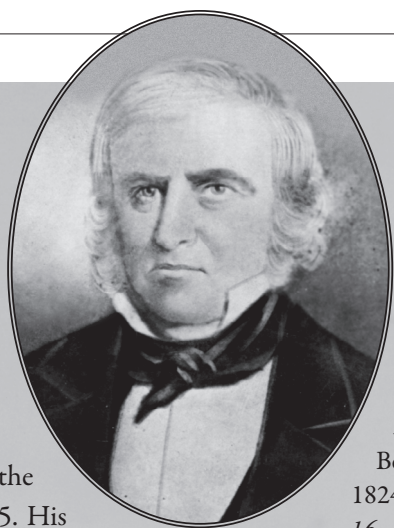




scarcely crawl for want of grass; but march they must or starve. . . . Two weeks later . . . “A horse this day killed— his hoof was found entirely worn away, only the raw stump left.”

Ogden had merely reached the northern border of Utah in 1825. His next trip to the state was in 1828. On December 23, he wrote: “Here we are at the end of Great Salt Lake, having this season explored one-half of the north side of it and can safely assert, as the Americans have of the south side, that it is a barren country, destitute of everything.”<sup>2</sup> Interpretation of Ogden’s Journal leads to the conclusion that he probably did not reach the Great Salt Lake region at all until 1828, and he did not come to Weber County at that time.<sup>3</sup> But he went around the north end of the lake and swung westward, and explored that summer the whole region north and northwest of the Great Salt Lake. He discovered and trapped the Humboldt River in Nevada, which was called the Ogden River until Fremont changed its name in 1843.

The first trip that we definitely know that Peter Skene Ogden made to Ogden River, Ogden’s Hole, and other points in Weber County took place in the fall of 1830. Joseph L. Meek, a member of the Rocky Mountain Fur Company, left



an account of Ogden and his British trappers’ being camped on the present site of Ogden City, when the American trappers arrived under Fitzpatrick.<sup>4</sup> ▀

*Excerpts cited from Milton R. Hunter, Beneath Ben Lomond’s Peak: A History of Weber County, 1824–1900 (Salt Lake City: Publishers Press, 1966), 16–18.*

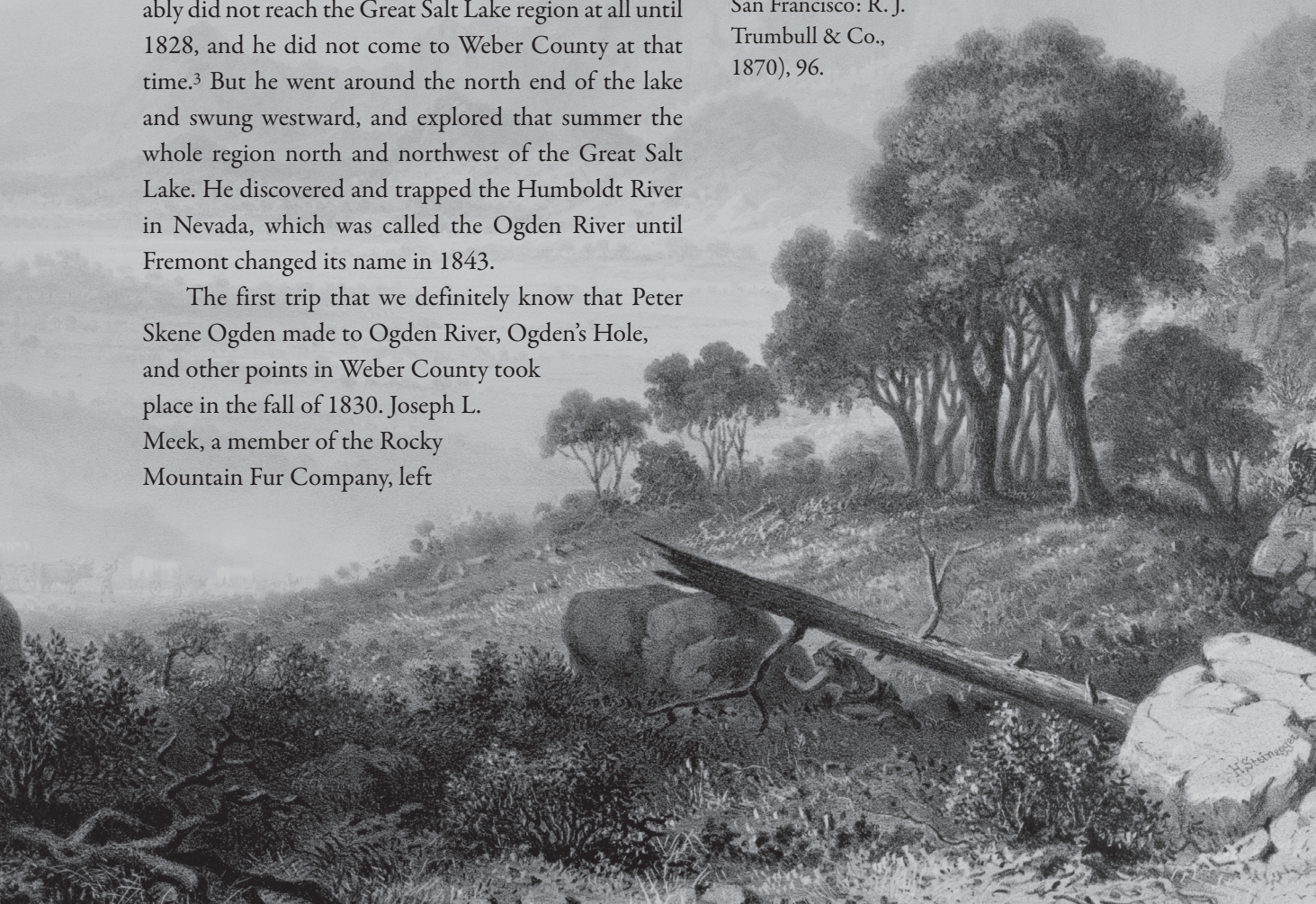
1 Plaque information on This Is the Place Monument.

2 *Ogden Journal*, Dec. 1824, Dec. 1828, cited in *Oregon Historical Quarterly*, 11:388.

3 Hiram Martin Chittenden, *The American Fur Trade of the Far West* (New York: Barnes & Noble, c1935), 1:788–89.

4 Francis F. Victor, *The Rivers of the West* (Hartford, Conn.; Toledo, Ohio: R. W. Bliss & Co.; Newark, N.J.: Bliss & Co.; San Francisco: R. J.

Trumbull & Co., 1870), 96.





site for his, he kept in mind a location that would be both an Indian trading center as well as a possible emigrant stopping point. The mouth of the Weber River seemed to be a logical site, for it was near Indian trails as well as a wintering ground for the Shoshone. Furthermore, the area had received the blessings of John Charles Fremont, who saw it as a stopping point for emigrants going west. Certainly, to a man on horseback, the Weber Canyon led straight to Fort Bridger, a logical route from the East to California.

With a small capital of horses, cattle, and goats, Miles was ready to launch his venture in 1845. His credit was good at not-far-away Fort Hall. He set to work with vigorous industry to build Fort Buena Ventura on the Weber River near [present-day] 29th Street to the east of the Union Pacific Station. Here his fort of two or three log houses, sheds, and a stockade-surrounded yard remained for nearly five years until high water of the river forced the new owner to move it to higher ground. Later it became the home of Mrs. Minerva P. Stone Shaw, who gave it to the Daughters of Utah Pioneers in 1926. Two years later they moved it to its present location on the west of the Tabernacle grounds in Ogden.

However, a fort could not suppress the travel urge, and in 1846, he left his wife behind to care for his small plot of land and animals. This trip took him to California, where he met John Charles Fremont. A sale was made to the Captain for a total of \$1,888.00—paid for in unhonored government vouchers. In the spring of 1847, Miles returned to Utah, driving a herd of cheap California horses which he intended to sell at Fort Bridger. His return journey followed the Donner Trail from Donner Lake to a point near Evanston, Wyoming. Here, on July 10, 1847, Miles Goodyear met the Mormon scouting party of Norton Jacobs, George A. Smith, Erastus Snow, and Porter Rockwell. He agreed to guide Porter Rockwell to the Valley of the Great Salt Lake via the Weber Canyon. Porter was pleased with the trip through Echo Canyon and Weber Canyon east of Devil's Slide. However, as the canyon narrowed, the traveling became more difficult for the men on horseback. Mute evidence of the difficulty of the party of emigrants of the previous year was etched on the canyon wall for they had tried to build a wagon road over the turbulent and swollen Weber

“MILES KNEW OF BRIDGER’S FORT, AND AS HE LOOKED FOR A SITE FOR HIS, HE KEPT IN MIND A LOCATION THAT WOULD BE BOTH AN INDIAN TRADING CENTER AS WELL AS A POSSIBLE EMIGRANT STOPPING POINT. THE MOUTH OF THE WEBER RIVER SEEMED TO BE A LOGICAL SITE.”



Fort Buenaventura State Park, Ogden, Utah. For more information, see [www.utah.com/stateparks/buenaventura](http://www.utah.com/stateparks/buenaventura)





River. Porter Rockwell is credited with saying that the “. . . Old Boss would never take wagons over such a damned trail . . .,” and indeed Brother Brigham did not. Instead, he decided to follow the dimming trail of the Donners from Henefer to Salt Lake City.

Miles Goodyear had in July, 1847, more business than he had bargained for. He had hoped emigrants would stop at his door to trade for horses and supplies. Now he had neighbors by the hundreds who probably would never want to trade. Freedom which he had prized so much eleven years earlier now was challenged. Still the man could not just pick up and move. There was the matter of a fort, stock, and land. On the other hand, it is doubtful if the early Mormon settlers in Salt Lake Valley cherished any more the idea of a gentile neighbor, either. Both would be glad to see Miles move on to some other fort or pasture.

Captain James Brown, commander of the Pueblo detachment, left Salt Lake City for California in order to draw the pay due his men. His route took him through Fort Buena Ventura, where he discussed the possible sale of the fort with Miles Goodyear. The Yankee fur-trader was indifferent but encouraging, and some of the Mormons accompanying Captain Brown returned to Salt Lake City, reporting to Brother Brigham that Miles probably would sell the fort. Brother Brigham was happy to know this, and he authorized the purchase of the property from Goodyear.

Andrew Goodyear, Miles’ younger brother, took the advice of his brother to come west, and in November, 1847, arrived at Fort Buena Ventura. Miles and Andrew appeared reluctant to sell, but since the Saints had hard cash to offer, he indicated that he might. There was the usual round of Yankee trading and bickering, but finally the sum of \$1950 was arrived at. All concerned said it was fair.

The deed was another matter. A Spanish land grant gave to Miles Goodyear all the land in Weber Valley east of the Great Salt Lake, south of an east–west line drawn from the lake through Hot Springs to the Wasatch Mountains, west of the Wasatch Mountains to the Weber Canyon, and north of an east–west line from the Weber Canyon to the lake. These are roughly



the boundary lines of present-day Weber County. As for the Spanish land grant, well, that was probably an invention of Miles Goodyear to safeguard his property from Mormon encroachment or to add a note of legality to his sale. After a century of looking, no one has found the deed.

With his land sold and \$1950 in his pocket—more than he had ever had before or after, according to Dr. Leland H. Creer—Goodyear started out for California but not before he aided the Saints once more. He told his friend, Porter Rockwell, and companion, Jefferson Hunt, about the southern route to California which they later took. Goodyear followed the same route, and while in California—1848—bought a herd of horses with the money he had received for his Ogden real estate transaction. These he drove east in 1848 to Fort Leavenworth, where he hoped to sell them to the army, but the army was not in the market for horses now the war with Mexico had ended. Miles, therefore, wintered along the bottoms of the Missouri River and in the spring started for California with his horses via the Oregon Trail. The gold rush was on, and a new market for horses had suddenly blossomed, so that he had no trouble in making a profitable sale.

When he left Ogden for California, Miles Goodyear had left his wife—Pomona, and two half-breed children, William Miles and Mary Eliza—behind. It is not clear, but Pomona apparently deserted her absent husband, leaving the children in the care of the Mormons. She then married Sanpitch, an Indian, who mistreated her. As a result, she died shortly thereafter.

Goodyear fared little better. After his sale of the horses, he sickened and died November 12, 1849, leaving his property to his brother Andrew and his children in the care of Brigham Young. The boy, William Miles, joined his Uncle Andrew in 1852, and the girl, Mary Eliza, in 1860. Both children grew to adulthood but died comparatively early from tuberculosis. ▀

*From The SUP News, Volume 6, No. 8, August, 1969. Author's name not given.*

*Paintings of Fort Buenaventura (2–3), Brown's Fort (10–12), and Lorin Farr's Gristmill (18–19) by Farrell R. Collett, courtesy Weber State College.*



*Ben Lomond Peak, J. Willard Marriott Library, University of Utah*





## Beyond Ben Lomond's Peak

# A History of Weber County

*by Milton R. Hunter*

FIRST COUNCIL OF THE SEVENTY 1945-75

### *Mormon Settlers at Fort Buenaventura*

**O**n January 12, 1848, Captain James Brown sent his sons, Alexander and Jesse, to take care of the livestock left by Miles Goodyear at Fort Buenaventura. Two months later the Captain and the remainder of the family members moved to the Weber region. . . . Two trappers named Burrows and Briggs with their Indian wives, who had been living at the fort, also joined the infant colony. The majority of these settlers were members of the "Mississippi Saints" who had wintered with James Brown at Pueblo the previous winter.

The Brown family took possession of Goodyear's cabins and livestock, and the other settlers scattered along the Weber River, some of them settling two miles from the fort and others locating as far north as the Ogden River. The majority of the earlier colonists, however, located in the southwest section of the present city at what is now 28th Street west of Pacific Ave. The Goodyear Fort was located on the river bottoms to the east of a knoll 50 feet high which caused the Weber River to swing slightly westward at the point where it crosses the present 28th Street. This site made it possible to locate the fort on the water's edge and also furnished a nearby lookout if an enemy should approach.

The name "Buenaventura" seemed not to appeal to the Mormon settlers, and so they substituted one that was more to their liking. At first the name "Brown's Fort" was adopted. During the next two years, until the name of Ogden was officially



bestowed upon the settlement which was being built around Goodyear's Fort, such names as "Brown's Settlement" and "Brownsville" were also applied to this new community. Of the early names, however, Brownsville became most firmly attached, and even after the settlement had been named Ogden City by Brigham Young and the Legislative Assembly, some of the people still called the place Brownsville and the post office remained under that name until 1854.

*First Farming in Weber County* . . . Some of the mountaineers had advised James Brown and the other settlers not to attempt to raise corn in Weber County. They claimed that frost would kill it before the ears matured. Regardless of the discouragement received from the mountain men, Alexander and Jesse J. Brown, the Captain's sons, enthusiastically went to work. With a plow made of tire irons by the blacksmith, Mr. Sprague, they did the first plowing in the county. They constructed their own harrow of the forks of a cottonwood tree, making the teeth out of the spokes of an old wagon wheel. In the spring of 1848, they and their father planted five acres of wheat, a patch of corn, and also turnips, cabbage, potatoes, and a few watermelons all from seeds brought from California on mules by Captain Brown.

Alexander and Jesse J. Brown also have the distinction of being the first irrigators in Weber County. It is true, as previously stated, that Goodyear's partner, Mr. Wells, was growing a small garden when the pioneers arrived in 1847; but all the irrigating he did was to carry a little water from the river in a bucket and pour it around the plants. The Brown brothers, however, made a dam in what was known as Canfield Creek, turned the water on the land, and irrigated the crops. Captain Brown and his sons tended the crops carefully and waited hopefully for the harvest.

*Scarcity of Food* . . . Food was very scarce in Utah the first winter the Mormon pioneers were here. Long before spring arrived, the supply brought from Winter Quarters was nearly gone. Their location, nearly 1,000 miles from the nearest American settlement, made it virtually impossible for the colonists to replenish their

supplies. During the winter all that could be done was to put the people on rations and hope that an early spring would in some way bring relief. To add to their difficulties, when spring did arrive millions of crickets came down from the mountain into the Salt Lake Valley and would have devoured the crops completely had it not been for the sea gulls which destroyed the invading hordes of insects.

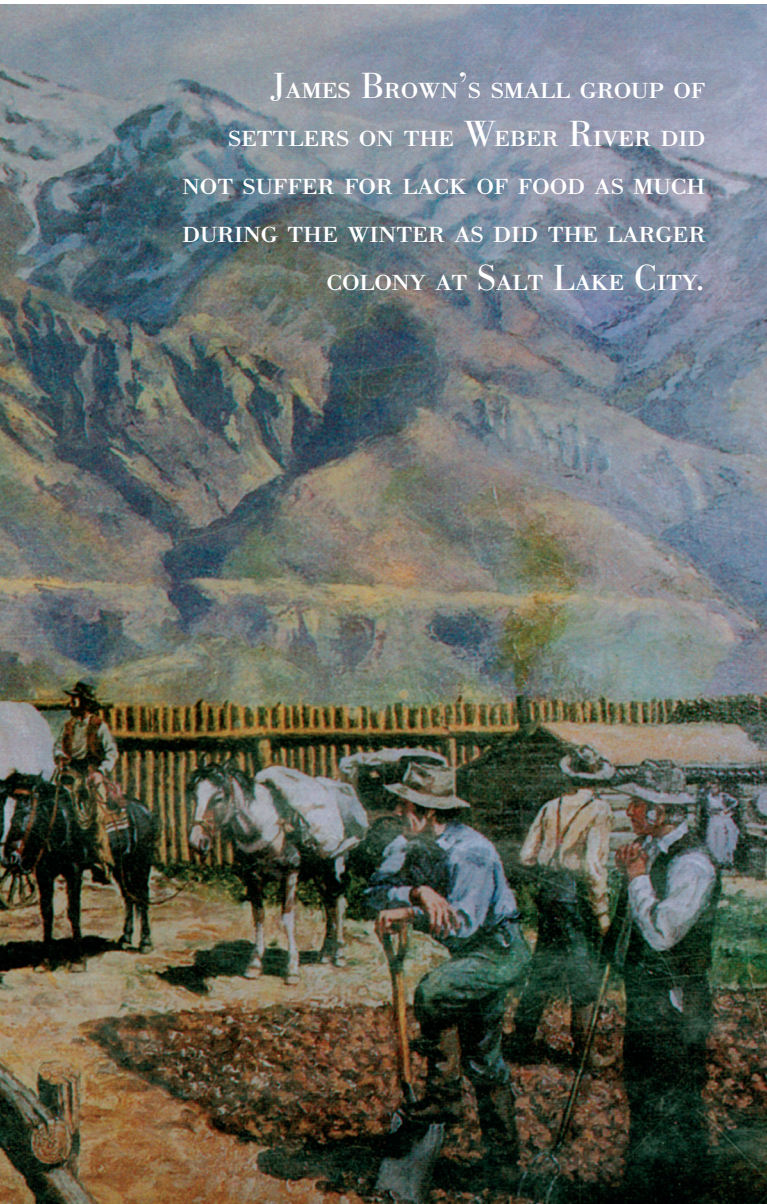
James Brown's small group of settlers on the Weber River did not suffer for lack of food as much during the winter as did the larger colony at Salt Lake City. In February, 1848, the Captain sent Thomas Williams, Alexander Brown and Ephraim K. Hanks to Fort Hall,



Art by Farrell R. Collett, courtesy Weber State College.



160 miles distant, to purchase flour. They obtained 600 pounds at \$25 per hundred. Two hundred pounds were retained at "Brown's Settlement" while the other 400 were taken on to the destitute colonists at Salt Lake City. But the main food supply of the settlers of Weber County was the dairy products produced from the cows obtained from Miles Goodyear and the meat from the animals which Brown slaughtered for his fellow colonists. The Captain's family milked about 75 cows, and from the milk manufactured the first cheese produced in Utah. Mary Black Brown, one of James' wives, made several hundred pounds of butter and cheese during the first year.



JAMES BROWN'S SMALL GROUP OF  
SETTLERS ON THE WEBER RIVER DID  
NOT SUFFER FOR LACK OF FOOD AS MUCH  
DURING THE WINTER AS DID THE LARGER  
COLONY AT SALT LAKE CITY.

*James Brown's Generosity* ... The pioneers at Brownsville suffered that year somewhat from the ravages of crickets; but compared with the losses at Salt Lake City, the destruction of the Captain's crops was insignificant. He raised that year 100 bushels of wheat, 75 bushels of corn, and also cabbages, potatoes, water-melons and a good crop of turnips. All of this food and the dairy products manufactured, except what was badly needed at the Weber settlement, was taken by James Brown to the parent colony to help prevent his destitute brethren from starving to death. The crop produced in Weber County that first year was of vital importance in tiding over the starvation period at Salt Lake City, as well as at Brownsville, until another crop could be raised the following season. The generosity of the first Mormon settler of Ogden City will be remembered by historians. Edward W. Tullidge described the feelings of the Weber County people as follows: "It was during this destitute condition of the parent colony that Brownsville, on the Weber River, was as the land of Goshen to the Children of Israel. At a time when Captain Brown might have readily sold his breadstuff for \$10 per hundred, he sold it to his destitute brethren for \$4 per sack of flour; while he slaughtered a large portion of his fat cattle, which he had purchased from Goodyear, to supply them with beef. The old settlers of Weber County, to this day, speak with grateful appreciation of this public benevolence of their pioneer to the community at large, at the onset of our colonies, when their little settlement grew up as a worthy help-mate of the parent settlement of Salt Lake City."<sup>1</sup>

*First Settlers at Mound Fort* ... The families of Ezra Chase and Charles Hubbard came to Weber County in the fall of 1848 and settled about three miles north of Brownsville at a place later called Mound Fort. They located about half a mile west of the present woolen factory, 16th Street and Washington Boulevard. Shortly thereafter some Ute and Shoshone Indians established their winter camp near Weber River, as had been the custom of the natives during the past. Although they camped rather close to Chase's and Hubbard's homes, they were peaceable and did not



molest the settlers. The pioneers' greatest difficulty during that winter was to care for their cattle, since the weather was extremely cold and the snow was deep.

In the spring there was an addition to this small beginning of a settlement by the arrival of Ambrose and William Shaw and families. They united with Chase and Hubbard in clearing sagebrush off the land and opening up farms. These four men dug the first ditch to take the water from the Ogden River for irrigation purposes in the spring of 1849. That fall Ezra Chase harvested 100 bushels of potatoes from seed of half a bushel. His yield of wheat and corn was also heavy.

There were no gristmills in Weber County as yet, and 140 the pioneer settlers were obliged to take their grain to Neff's mill seven miles south of Salt Lake City. The round trip was approximately 100 miles, requiring several days for the farmers to take their grists by ox teams and make the return trip to Weber.

The following October the population of Weber County was augmented by . . . an addition of twenty-three persons. They located for the winter in some log cabins situated near the junction of the Ogden and Weber rivers. . . . By November, two years after the Mormons purchased Goodyear's lands, approximately thirty families had cast their lot with Captain James Brown in Weber County. The majority of them located at Brownsville on the Weber. But a few families had settled north of the Ogden River at a place subsequently called Mound Fort. A few years later, however, after Brownsville had changed its name to Ogden and the population had increased and spread to the north and to the east, the settlement of Mound Fort became part of Ogden City. . . .

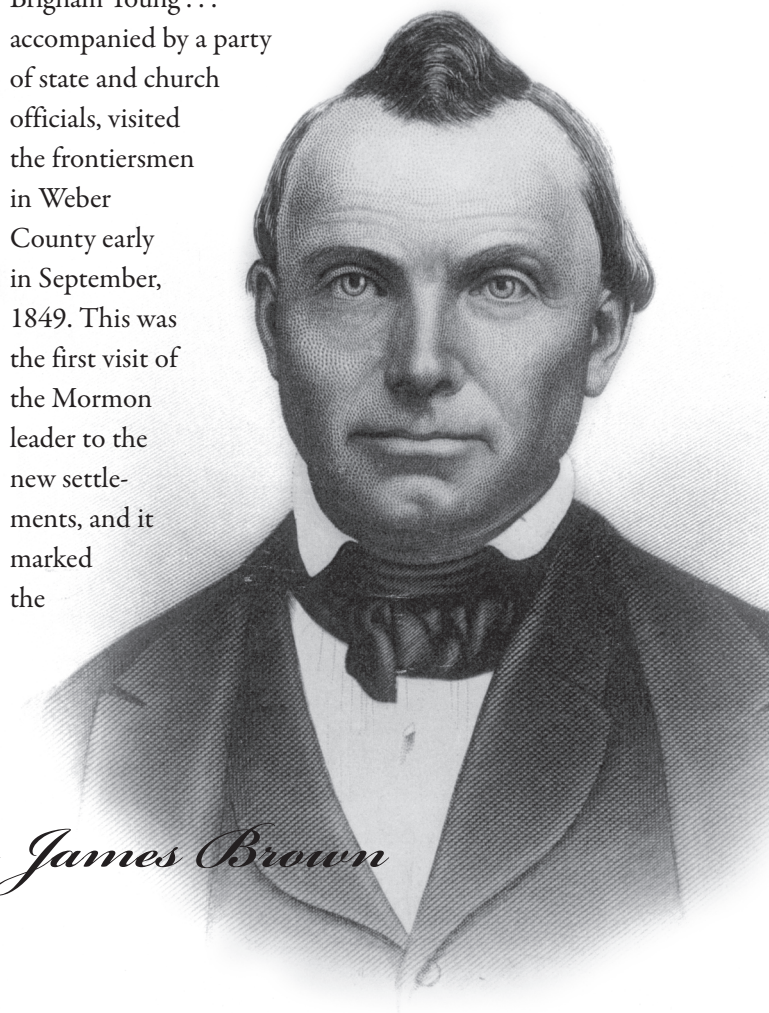
After experiencing another extremely severe winter, with deep snow and intensely cold weather, the pioneers again occupied themselves with clearing land, planting crops, and building log houses. Pioneer life was hard in a frontier community and the settlers suffered many privations; some of them even lived in dugouts, slept on piles of straw or straw ticks, and had little more than ground grain to eat. Yet, the white people fared better than the 75 families of Shoshones and 60 families of Utes who

spent the winter in the big bend of the Weber and west of the junction of the Ogden and Weber rivers (1849–1850). Measles broke out in their camps and killed a number of the [Indians]. The worse loss sustained by the whites was that of the death of several head of cattle and sheep during the winter, which took a rather heavy toll from their small herds.

In the spring of 1850 . . . [a] ditch dug the previous year from the Ogden River [was enlarged and a] . . . dam was built in the river, thereby turning as much water down their ditch as it would carry. This canal became known as the "Mound Fort irrigation ditch." . . . Practically all of these pioneer irrigation ditches are still being used, which shows the engineering ability of the early settlers.

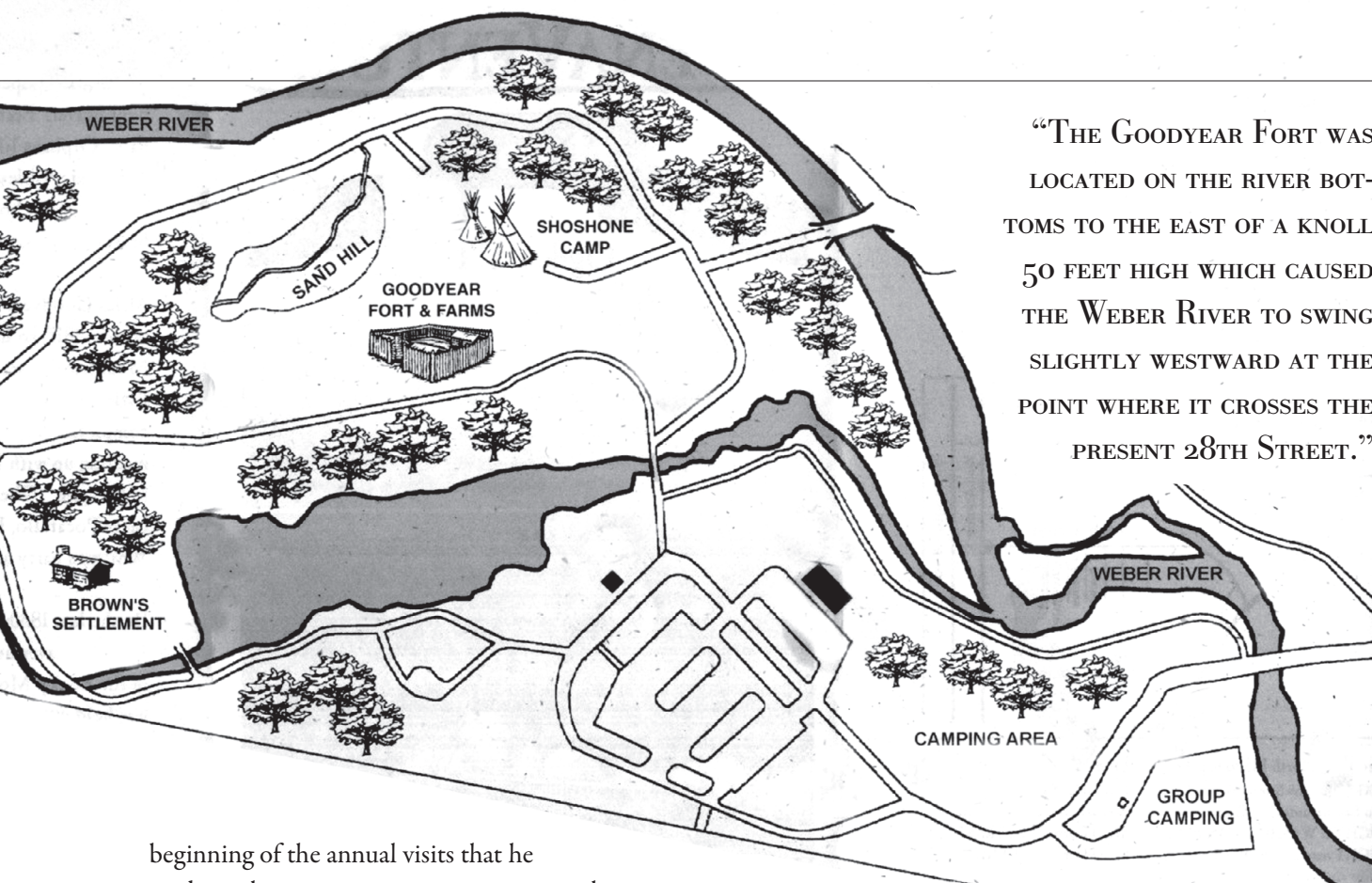
### *Brigham Young at Ogden, 1849 . . .*

Brigham Young . . . accompanied by a party of state and church officials, visited the frontiersmen in Weber County early in September, 1849. This was the first visit of the Mormon leader to the new settlements, and it marked the



*Captain James Brown*





"THE GOODYEAR FORT WAS LOCATED ON THE RIVER BOT-TOMS TO THE EAST OF A KNOLL 50 FEET HIGH WHICH CAUSED THE WEBER RIVER TO SWING SLIGHTLY WESTWARD AT THE POINT WHERE IT CROSSES THE PRESENT 28TH STREET."

beginning of the annual visits that he made to the various new communities as they sprang up one after another in the Great Basin. During the morning of September 2, the visiting brethren and some of the citizens of Weber spent two or three hours fishing in the Ogden River. Thomas Bullock, President Young's clerk, reported the experience as follows: "Here we were regaled with plenty of mountain trout. Ogden's Fork is about a rod wide and eighteen inches deep, the water is soft and clear and the banks of the river lined with willows, rose bushes and small trees. Ezra Chase said that the land was very productive in grain. A short distance below, he said, it will yield a hundred bushels of crickets to the acre and fifty bushels of mosquitoes."<sup>2</sup>

After their fishing was completed, the party returned to Brownsville, where a meeting was held at which Brigham Young, Heber C. Kimball, and Jedediah M. Grant gave the pioneer settlers timely instructions. The following day the president granted Captain James Brown the right to build a bridge across the Weber River and another across the Ogden with the privilege of collecting toll from all parties who should cross these bridges. Heretofore travelers were forced either to ferry or ford these two streams. In the early period, occasionally people

lost their lives while attempting to cross the Weber River and more often merchandise was lost, especially when the water was high during the spring. Brown had these bridges built during the following winter, but they were washed away by the floods that first spring and travelers were again forced to resort to ferrying until new bridges were constructed. . . .

On September 3, 1849, Brigham Young carefully selected the site for Ogden City. Thomas Bullock reported the event as follows: "President Young, Heber C. Kimball, Jedediah M. Grant, Thomas Bullock and others decided that the town should be laid out on the south side of Ogden's Fork at the point of bench land, so that the water from the Weber River and Ogden's Fork might be taken out for irrigation and other purposes."<sup>3</sup>

*Farr's Fort* . . . Early in 1850, Lorin Farr, Ezra Chase, John Shaw, Ambrose Shaw, Charles Hubbard and other settlers who located north of the Ogden River erected a fort to protect themselves against Indian attacks, as [they] were beginning to molest the settlers. The structure was named Farr's Fort. It was located



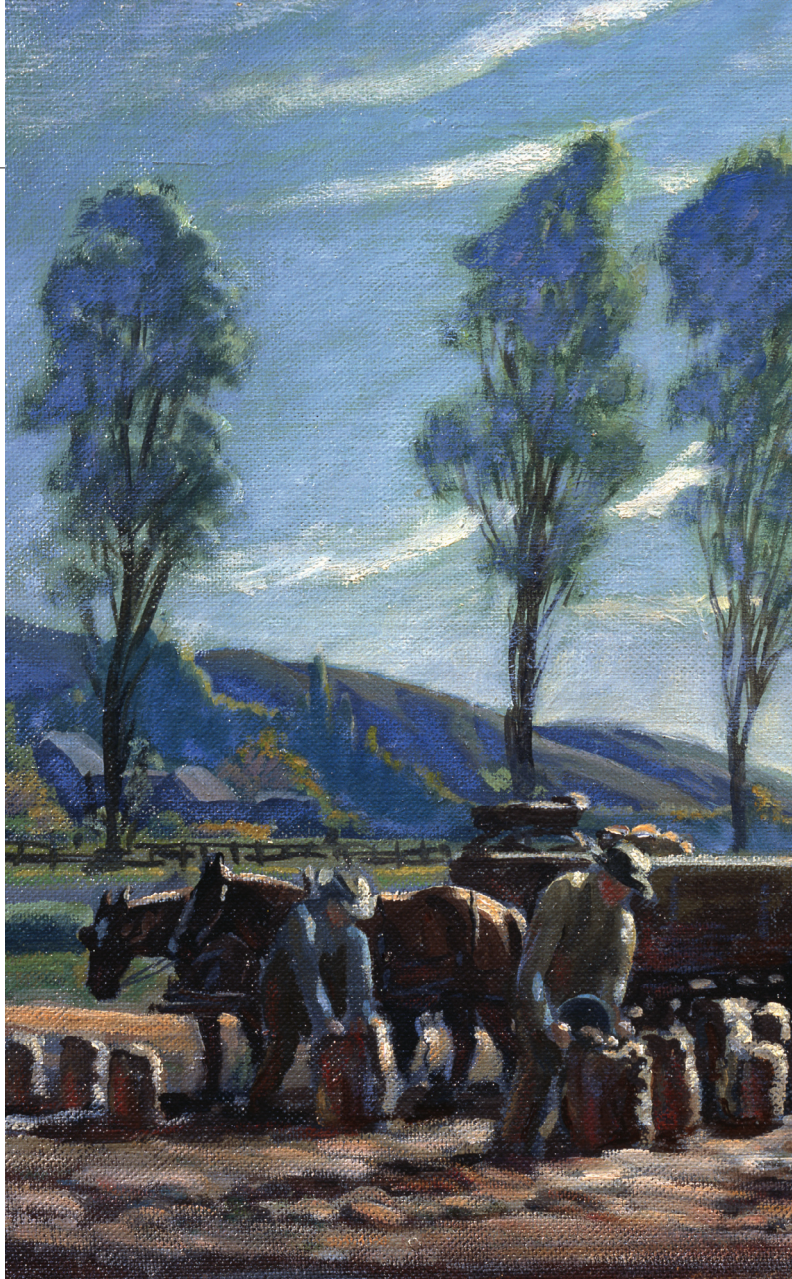
one and a half miles northwest of the mouth of Ogden Canyon and about a block north of the Ogden River. A beautiful spring situated in the southwest corner of the enclosure supplied the inhabitants with good drinking water.

Five acres of land were enclosed in the fort by the houses, which were joined end to end, facing the inward square. The backs of the houses formed the outside wall. The space between the cabins were stockaded with pickets placed deep into the ground and extending upward some twelve feet. . . . A schoolhouse and a store occupied a central place in the enclosure. The store was owned by Mr. DeVorsen. The schoolhouse, a log building 20x30 feet, served both for school and meeting purposes. As was the practice in Mormon communities, it was the first building erected in the fort. . . .

During the Indian troubles of 1850–1852 . . . practically all the settlers on the north side of the Ogden River lived in Farr’s Fort. The following year, however, the majority of them moved out. Some of them built houses downtown on the site of Ogden; others returned to their log cabins on their farms. For example, Lorin Farr, the pioneer leader of Weber County, completed and moved into a new home on 21st Street and Washington Boulevard in 1853. About this time or shortly thereafter the fort was completely abandoned, and the people in that district did not fort themselves again. As the population increased and Ogden City expanded, it finally extended its bounds sufficiently to include the district of Farr’s Fort.

*Brown’s Fort* . . . Captain James Brown and the settlers in his district also erected a new fort in 1850. In May the water in the Weber River rose so high that the Goodyear Fort, where Brown had been living, was practically inundated. . . . Captain Brown moved the Goodyear cabins to a selected spot which was about forty rods southeast from the original fort. It was situated near [present-day] 29th Street and east of the Union Pacific Line. . . .

The pioneer cabins constructed in Goodyear’s Fort, as well as those erected in Brown’s Fort, were composed of cottonwood logs with roofs of poles, rushes and dirt. Only a few of the houses had puncheon floors, made by



Picking Potatoes, Northern Utah, by Bertran Youth Andelin.  
© Intellectual Reserve, Inc. Courtesy of Church History Museum.

splitting logs in two and smoothing the split sides with axes or adzes. The other cabins had dirt floors. The furniture during the early years was very crude, most of it being homemade; and the homes were sparsely furnished. Practically all of the household utensils were constructed of wood.

During the fall of 1850, a one-room log building, with a dirt floor and roof and with doors hung on wooden latches, was erected inside Brown’s Fort. It was used not only for church services but also as a schoolhouse. . . . Charles F. Middleton, at that time but a boy, who arrived with his father at Brownsville late in September, 1850, [records:] “Captain Brown had already





built the nucleus of a fort; it was completed by the settlers. When we first came here we obtained our lumber for building purposes and our fuel along the banks of Ogden and Weber rivers. . . . I helped get out the logs and build the first school and meeting house in Weber County, in the center of Brown's Fort."<sup>4</sup> . . .

It has been said, "The spirit of education here counted for more than the equipment, for slab benches served as seats, and there were no tables or desks, and very few books. An alphabet was secured from scraps of paper and old books, the letters being pasted on wooden paddles."<sup>5</sup>

As settlers continued to flock into Weber County, many of them settled in the vicinity of Brown's Fort, which was located in the southwest end of Ogden. The

center of town was at 24th or 25th streets and Washington Boulevard. In a few years Captain Brown moved farther uptown. He built a ditch from 28th Street to 24th Street, thence west to the Weber River. Where the ditch entered the Weber, the water fell over a high bank. Here the Captain erected a water wheel to generate power for a molasses mill. It was here one day when the first Mormon settler of Weber County was feeding the cane stocks into the rollers of the mill that he was accidentally killed. Brown caught his coat sleeve in the cogs and was drawn into the rollers. Before the power could be turned off, the Captain was badly crushed. He bled internally and died in a few days.

*Ogden City* . . . As previously stated, when Brigham Young was at Brownsville on September 3, 1849, he selected the site for Ogden City. Six months later the pioneer leader wrote to the people of Weber County as follows: "We are coming to see you and lay-out a city as soon as the weather will permit."<sup>6</sup> In compliance with his promise, Governor Young, Heber C. Kimball, Orson Hyde, and other leading men of Salt Lake City, came to the Weber settlements in August, 1850. They formally laid out a city between the forks of the Ogden and Weber rivers on the site selected by the President's party the previous year. The new city was a continuation to the northeast of Brownsville and lay to the south of the Mound Fort settlement and southwest of Farr's Fort. Brigham Young proposed that they name it "Ogden City" in honor of the famous Hudson's Bay trapper—Peter Skene Ogden—and of the river on which it was located. The first recorded use of the name "Ogden City" was on January 31, 1850. Governor Young signed a bill, passed by the General Assembly of the State of Deseret, on that date which named the region comprising the northern settlements Weber County and the principal city, Ogden.

The Mormon leader, while laying out the city of Ogden, urged the people to move immediately from the forts and from their farms to the city lots, build substantial dwellings, a meetinghouse, a schoolhouse, fence their lots and plant trees. It was Brigham's intention to make Ogden City the headquarters of the



northern settlements. The *Deseret News* reported the trip to Weber County as follows: "President Young and his associates, as mentioned in our last, returned on Saturday evening, same week, having located the corner stake, and given a plan for the City of Ogden, in Weber County."<sup>7</sup> . . .

As time passed, many of the old settlers followed Brigham's advice by moving from the forts and the farms to the townsite. Soon Ogden began to take on the appearance of a real frontier community. It even had a post office, established on March 26, under the name of "Brownsville."<sup>8</sup> . . .

The farming land was divided into blocks half a mile wide by one mile in length, with streets running north and south every mile and east and west every half mile. Each farm contained twenty acres, fronting the streets east and west. The survey covered an area approximately six miles square.<sup>8</sup> . . .

*Other Settlements* . . . Home builders were not only locating at the various places already mentioned, which later became part of Ogden City, but many groups of colonists were settling on other desirable locations throughout the valley. Soon every canyon stream was being utilized to support settlers. By the close of 1851, or early in 1852, seven new communities in Weber County, in addition to the settlements that later constituted Ogden, had made their beginnings, and three of them were later divided into two towns each. Although Ogden was the principal town and dominated the religious, political, and economic life of Weber County, the Mormon pioneers soon cleared the brush off many acres of land in various parts of the valley and laid the foundation of settlements. The towns which had their beginnings by 1852 were Marriott, Slaterville, North Ogden (Pleasant View), Harrisville (Farr West), West Weber (Taylor), Uintah, and Burch Creek. . . .

The first pioneers to arrive at Brownsville and other groups that came brought with them livestock. The region along the rivers and west of the Weber in the bottom lands became public herd grounds. As settlers and livestock increased, the latter were taken for pasturage as far north as Utah Hot Springs and

westward to Hooper district and to the shores of the Great Salt Lake. Before the fifties closed, the excellent pasture lands in Ogden Valley were being utilized for grazing purposes. Livestock played an important role in the pioneer life of this region.

In many respects 1850 was an eventful year. . . . During the first month, Lorin Farr was sent to preside over the settlements in Weber County. From that point forward, he became to the people in that region practically what Brigham Young was to the Church at large. Under his direction, the Weber Branch of the Mormon Church was established, the first Weber County militia was organized, the first gristmill and the first sawmill were put into operation, and the people were instructed and encouraged. Two forts were erected . . . the first store in Weber County was established . . . Brigham Young laid out and named Ogden City and advised the settlers to move from their farms and forts to city lots of the new site. . . . Throughout the year a stream of colonists came into the county, resulting in greatly increasing the population of Ogden City and in the founding of several new settlements. This assured the permanency of land settlement in this part of the Great Basin. And the year ended with the first census of Weber County being taken. ▀

*Excerpts cited from Milton R. Hunter, Beneath Ben Lomond's Peak: A History of Weber County, 1824–1900 (Salt Lake City: Publishers Press, 1966), 65–83.*

1 Edward W. Tullidge, *Histories of Utah* (Salt Lake City: Juvenile Instructor, 1889), 2:11–12.

2 Thomas Bullock, *Latter-day Saint Journal History*, Sept. 2, 1849, Ms.

3 Bullock, Sept. 3, 1849.

4 Charles P. Middleton, "Reminiscences of Ogden and Weber County," *Daily Utah State Journal*, Aug. 13, 1904.

5 Utah Historical Records Survey WPA, *A History of Ogden*, 22–23.

6 Brigham Young, *Deseret News*, Mar. 4, 1850.

7 *Deseret News*, Sept. 7, 1850.

8 Tullidge, 2:24.

*Photos © Utah State Historical Society: Peter Skene Ogden #13212 (5); Captain James Brown #11784 (12); Shoshone Village P. 2 #14636 (20–21); Territorial Militia P. 7, #14685 (22); Corinne, Utah, P. 2, Box 9 (24).*



by Reid H. Brown,  
OGDEN PIONEER CHAPTER, &  
R. Kent Nilsson

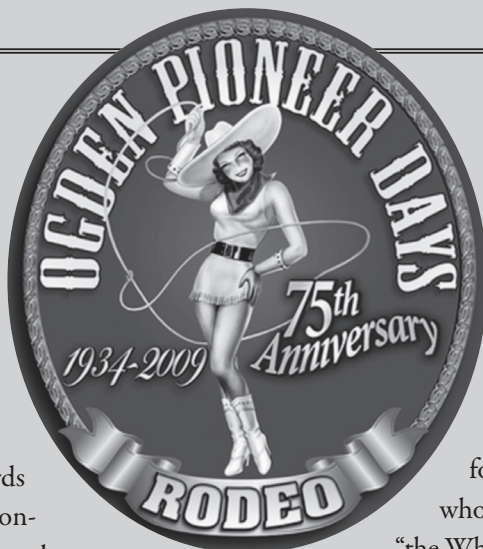
Ogden had long been a livestock center of the West. Rail lines brought livestock from the outlying ranches in Nevada, Wyoming, Idaho, and Montana to the stockyards of "Junction City," where the lines converged. Cattlemen stayed in Ogden to shop and re-supply. It was home to the Utah Tailoring Mills, a retail establishment regionally noted for outfitting the incoming cowboys with the latest and finest in Western attire. In the 1930s, the local economy was built on stockyards, meat packing plants, and agriculture.

Ogden Pioneer Days Celebration was first conceived and orchestrated by Ogden's colorful "Cowboy Mayor," Harman W. Peery, as a means to alleviate his hometown from the dire conditions of the Great Depression.

The Ogden Rodeo, touted by the *Standard Examiner* as "The Fastest Rodeo Ever Given in State," was the first event of its kind in Utah. The three-day rodeo was first hosted in the new Ogden Stadium—a community facility just dedicated by B. H. Roberts in 1932. Boasting an "Array of Best Talent Ever Shown in the West," the rodeo treated its patrons to a show of "bucking horses, bulldogging steers, the wildest cows ever milked, wild buffalo and the finest calves." Unusual looking livestock such as Texas Longhorn steers and shaggy Scotch Highland cattle were imported from the high plains of Montana to add to the spectacle.

That first Pioneer Days Celebration program in 1934 also included ball games, an air circus, a pioneer pageant, dances in the famous Ogden ballrooms and two parades. Governor Henry H. Blood, Senator William King, LDS church president Heber J. Grant, mayors, and railroad officials delivered patriotic addresses in the city park.

Within a few years, tourists and spectators were arriving from all the surrounding states and even from foreign countries. The celebration expanded from three days to a six-day event that included trick riding, roping, music and the daring rodeo clowns. The celebration drew



famous performers that included Abbott and Costello; Gene Autry and Coco; Roy Rogers, Dale Evans and Trigger, and Monty Montana (Hollywood actor, stunt man, and famous roper and trick rider).

Throughout the decades, the Ogden Rodeo showcased home-grown talent and celebrities. Its first was fourteen-year-old Lorraine Donaldson, who was selected by Mayor Peery to become "the Whoopee Girl," an official representative of the Ogden Pioneer Days Celebration. Her image as a pretty cowgirl with a lasso twirling around her ultimately became a world-recognized icon of the rodeo and Ogden.

Other local talent included Alan Warren (from North Ogden), a renowned horse trainer who delighted the crowd with his wide variety of riding and roping skills. Ronald and Ginger Brown and sons (North Ogden) became famous throughout the U. S. and Canada for their Roman riding shows, a style of horsemanship where the rider stands atop a pair of horses, with one foot on the back of each horse. A long list of local rodeo stars had their beginnings in the Ogden rodeo.

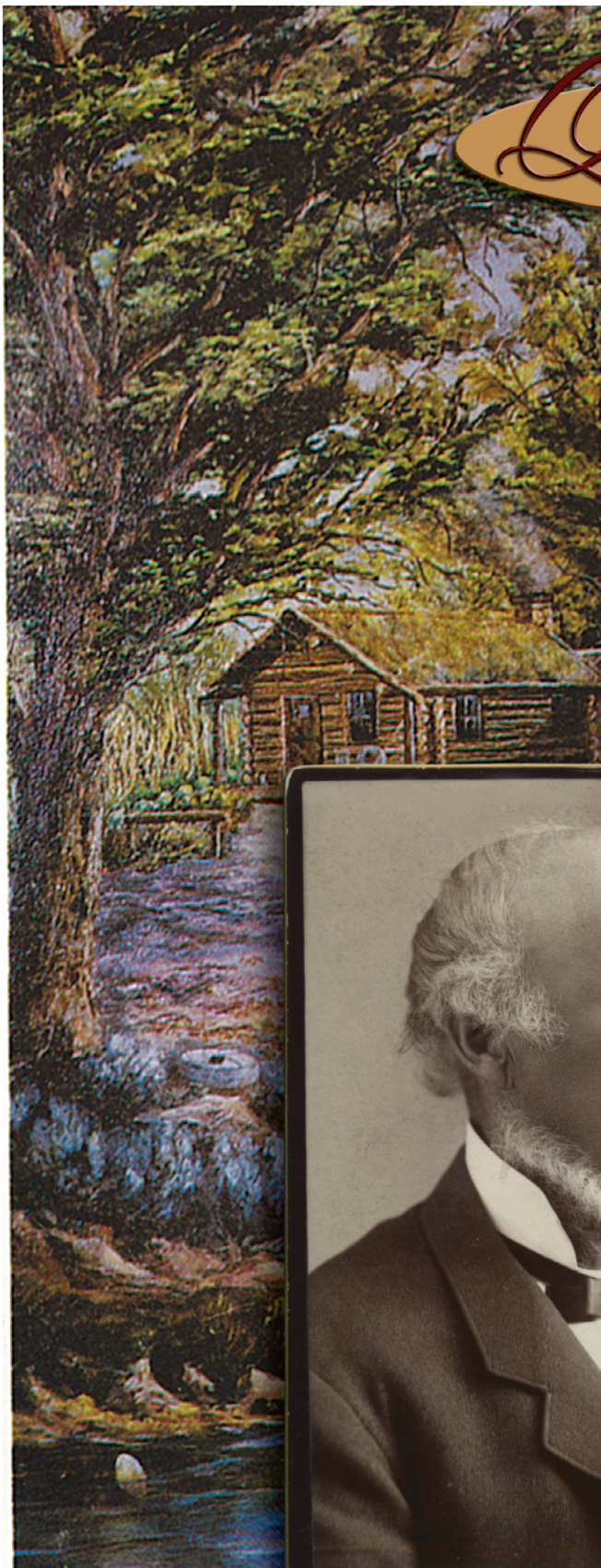
Another source of hometown pride has been the Weber County Mounted Posse. The Mounted Posse was founded in 1942 to assist the sheriff's office in their search and rescue efforts in the rugged and remote areas of Weber County. The smartly uniformed group has always been distinguished by its beautiful mounts, matched for color, size and speed, and outfitted in handsome saddles and horse blankets. Since its inception, the Mounted Posse has participated in the rodeo and parade.

The lasting success of the Ogden Pioneer Days Celebration is a tribute to its creator, Mayor Peery, and has provided a proud Western heritage shared by generations.

References: *Standard Examiner*; R. W. Sadler; R. C. Roberts, et al.; Weber County History, Weber County Commission, 2000; R. C. Roberts; R. W. Sadler, et al.; Windson Publications, 1988.

Interviews: Roseanne King, daughter of Harman Peery; Robert Harry King, grandson of Harman Peery; Ronald and Ginger Brown; Jane Chugg Renstrom; Wynn R. Covio, executive director, Ogden Pioneer Days. ▀





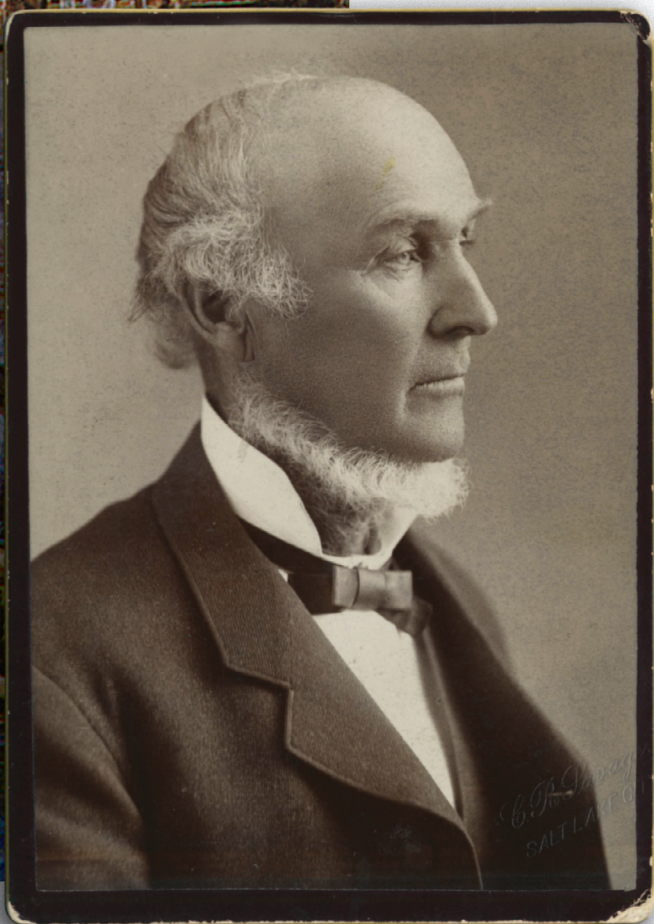
# Lorin Farr

## First Mayor of Weber County

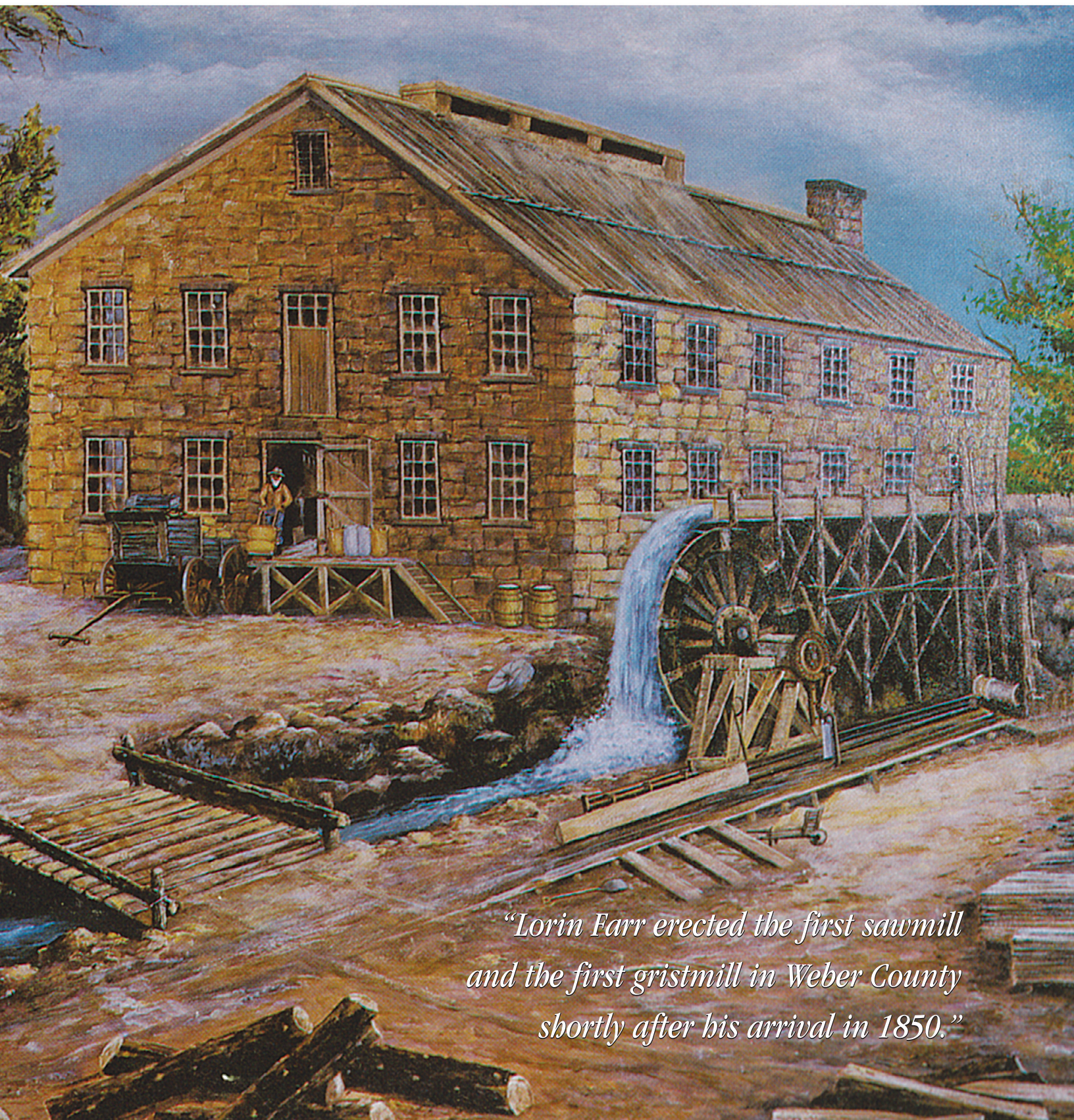
Soon after Brigham's return to Salt Lake City, on October 6, 1849, it was voted at the general conference of the Church to lay out a city in Captain James Brown's neighborhood.<sup>1</sup> Young's next act to help assure the success and growth of the pioneer settlements in Weber County was to select an outstanding man, Lorin Farr, to take charge of affairs there. Farr had been residing at Salt Lake City since September 21, 1847, having crossed the plains in Daniel Spencer's

company, the first to arrive in the Basin after the original pioneer band.

The Mormon President not only recognized the advantages derived from strong leadership, but he also had the knack of selecting powerful men and placing them in key positions in his colonizing program. The thorough cooperation of these leaders with the people helped to make Utah's colonial history one of the most successful projects in the history of the American frontier. On some occasions the selection of a leader was made before the nucleus pioneer group left the Mormon Mecca for the







*“Lorin Farr erected the first sawmill  
and the first gristmill in Weber County  
shortly after his arrival in 1850.”*

*Art by Farrell R. Collett, courtesy Weber State College.*



purpose of establishing a colony. On other occasions, however, as was the case in appointing Lorin Farr to preside over the Weber settlements, the town was first established and then Brigham Young selected an important leader from another locality to direct the affairs there.

Farr arrived at Weber late in January, 1850. He purchased land from Ezra Chase, who moved to California shortly thereafter. "Though not the pioneer of the Weber colony, [he] may very properly be considered the founder of Ogden City, of which he was the first mayor; and, for twenty years thereafter, he served the city in the capacity of its mayor, and under his fostering care and judicious administration the city grew up."<sup>2</sup> He served as mayor without pay. For a number of years he was a member of the Utah Territorial Legislature. He was foremost in promoting and in effecting all of the early irrigation projects, not only in Ogden, but also in the neighboring settlement. He was also the first president of Weber Stake and served in that capacity for nineteen years.

Lorin Farr erected the first sawmill and the first gristmill in Weber County shortly after his arrival in 1850. They were located about one and a half miles northwest from the mouth of Ogden Canyon, or about 700 feet northeast of Farr's Fort. A canal named Mill Creek was constructed from the Ogden River to his millsites about a mile distant. The gristmill was completed in time to grind all of the wheat raised in 1850. It continued in operation on that site until 1862, at which date it was moved nearer to the center of the city. After moving the flourmill, Farr and two associates utilized the site for a woolen factory. ▀

*Cited from Milton R. Hunter, Beneath Ben Lomond's Peak: A History of Weber County, 1824-1900 (Salt Lake City: Publishers Press, 1966), 72-74.*

1 Andrew Jenson, *Church Chronology* (Salt Lake City: Deseret News, 1914), 38.

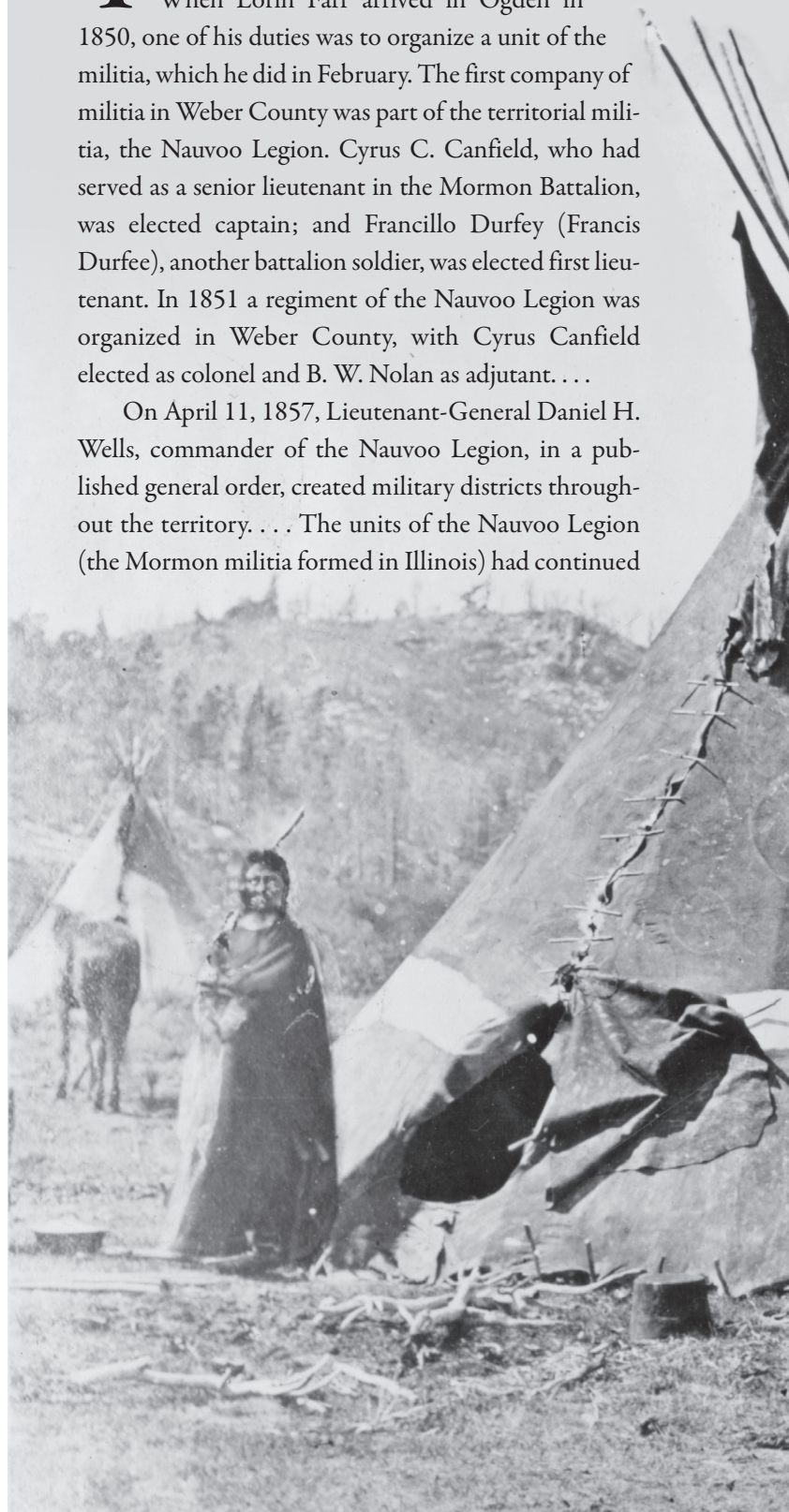
2 Edward W. Tullidge, *Histories of Utah* (Salt Lake City: Juvenile Instructor, 1889), 2:14; Andrew Jenson, "The Building of Utah and Her Neighbors," *Deseret News*, Dec. 28, 1934.

*by Richard C. Roberts and  
Richard W. Sadler*

UTAH CENTENNIAL COUNTY HISTORY SERIES

The establishment of a militia force was an important development in early Weber County. When Lorin Farr arrived in Ogden in 1850, one of his duties was to organize a unit of the militia, which he did in February. The first company of militia in Weber County was part of the territorial militia, the Nauvoo Legion. Cyrus C. Canfield, who had served as a senior lieutenant in the Mormon Battalion, was elected captain; and Francillo Durfee (Francis Durfee), another battalion soldier, was elected first lieutenant. In 1851 a regiment of the Nauvoo Legion was organized in Weber County, with Cyrus Canfield elected as colonel and B. W. Nolan as adjutant. . . .

On April 11, 1857, Lieutenant-General Daniel H. Wells, commander of the Nauvoo Legion, in a published general order, created military districts throughout the territory. . . . The units of the Nauvoo Legion (the Mormon militia formed in Illinois) had continued





# *Indian Troubles of 1850–1854*

their training since the entry of the Mormons into the Salt Lake Valley. Brigham Young stressed the need for the people of Zion to be cautious and ordered the militia to continue its training. Training and participating in parades and celebrations occupied much of the activity of the militia in this early period. . . .

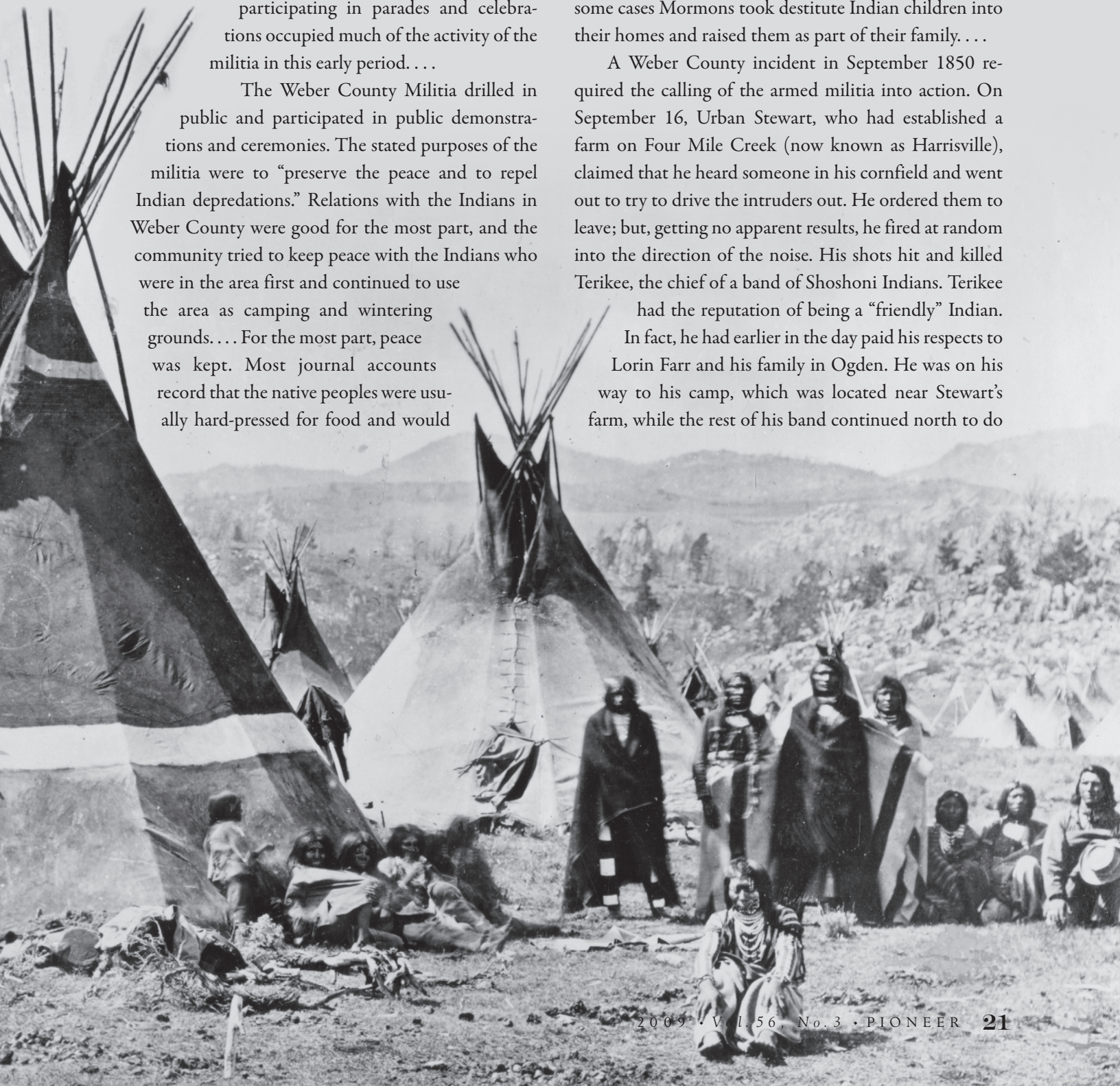
The Weber County Militia drilled in public and participated in public demonstrations and ceremonies. The stated purposes of the militia were to “preserve the peace and to repel Indian depredations.” Relations with the Indians in Weber County were good for the most part, and the community tried to keep peace with the Indians who were in the area first and continued to use the area as camping and wintering grounds. . . . For the most part, peace was kept. Most journal accounts record that the native peoples were usually hard-pressed for food and would

beg for food from the local settlers. Most difficulties were settled by providing the supplies when demanded. Mormon communities actually made conscious efforts to help the Indian people in a paternalistic manner, and in some cases Mormons took destitute Indian children into their homes and raised them as part of their family. . . .

A Weber County incident in September 1850 required the calling of the armed militia into action. On September 16, Urban Stewart, who had established a farm on Four Mile Creek (now known as Harrisville), claimed that he heard someone in his cornfield and went out to try to drive the intruders out. He ordered them to leave; but, getting no apparent results, he fired at random into the direction of the noise. His shots hit and killed Terikee, the chief of a band of Shoshoni Indians. Terikee

had the reputation of being a “friendly” Indian.

In fact, he had earlier in the day paid his respects to Lorin Farr and his family in Ogden. He was on his way to his camp, which was located near Stewart’s farm, while the rest of his band continued north to do





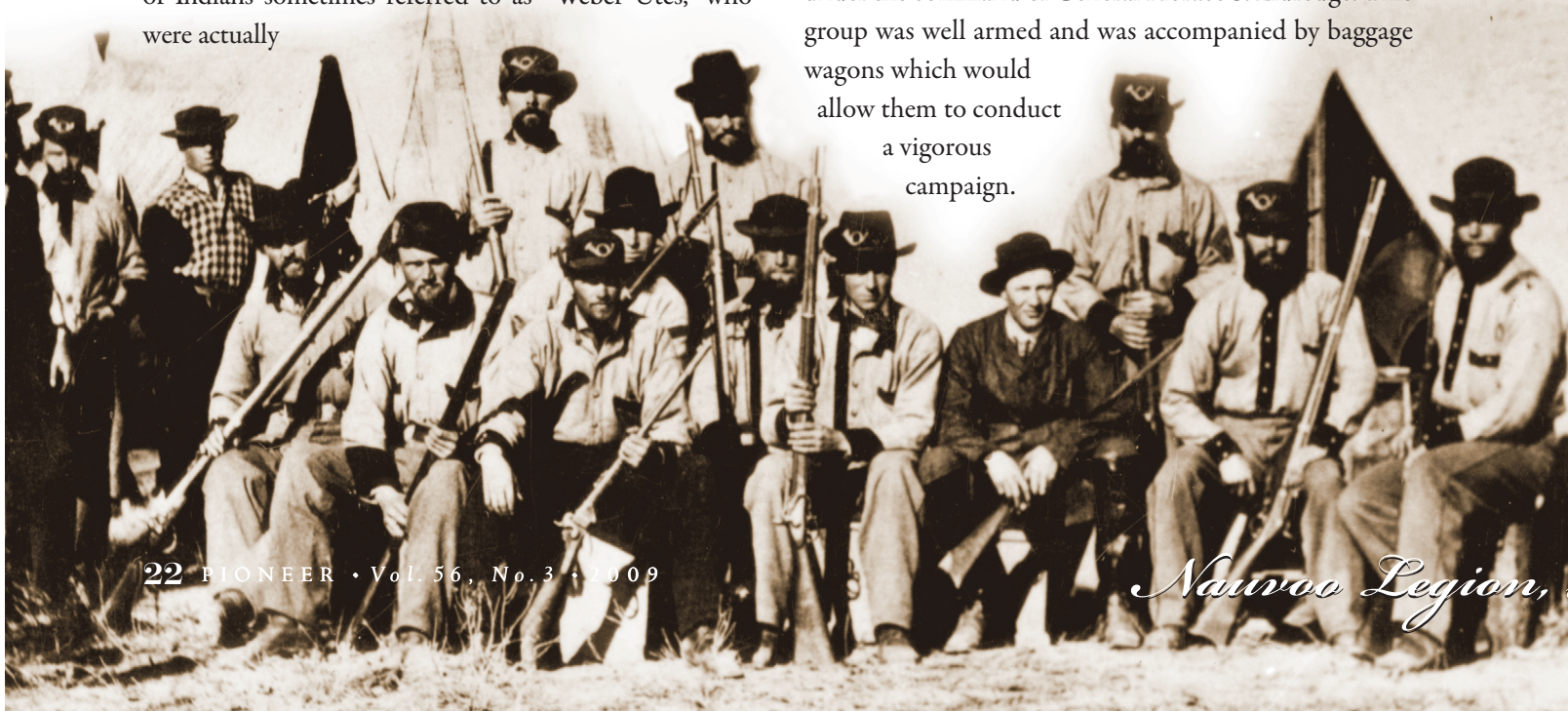
some hunting and to return to their Idaho camp. Wrote one historian: "It was afterwards the prevailing opinion of the settlers that Terikee was not in Stewart's corn with any intent to steal, but to drive out his ponies which had got into the unfenced corn."<sup>1</sup>

Realizing the seriousness of what had happened, Stewart went to the home of David Moore, who chastised Stewart not only for killing Chief Terikee but for provoking a situation that would certainly bring the whole Indian band against the community. Stewart continued to try to find some help and went to Lorin Farr's home in the early morning hours. Stewart received another rebuke there, brought on by the fear that there would certainly be an attack on the settlement. It was decided that Urban Stewart should leave the settlement, so that he would not be killed. Indian justice was considered to be retributive and arbitrary, and Stewart stood little chance to explain his error in the killing of Terikee. Lorin Farr directed ten or twelve militia men to proceed to the area around the Hot Springs to the north and gather cattle that belonged to the settlement. David Moore went to Brown's Fort and informed that settlement of the impending trouble. After consultations, the leaders of the settlements decided to send Moore to Salt Lake to inform Governor Brigham Young of what had transpired in Weber County. Moore was also to inform the militia in Davis County of what had happened.

There was another band of Indians camped on the Weber River that also had to be dealt with. This was a band of Indians sometimes referred to as "Weber Utes," who were actually

Shoshoni Indians led by Chief Little Soldier. This band had become enraged by the killing of Terikee and threatened to burn the settlement and kill the settlers unless Stewart was given up to appease the vengeance of the Indian bands. Before leaving on his mission to Salt Lake to inform Governor Young of the trouble, Major Moore went to the camp of Little Soldier to negotiate a settlement. He was met at first with a "passionate show of hostility." Little Soldier fired his rifle near Moore's head and his warriors shouted and expressed their anger. Moore was able to calm them by convincing them that the settlers were also upset with the killing of Terikee. The Indians wanted Stewart to be delivered to them, but Moore convinced them that Stewart had fled and no one knew where he was. Little Soldier agreed that his men would not attack the Weber settlements and that they would wait for word from Young as to how the problem could be resolved.

Scarcely had Moore departed for Salt Lake when word was received that Terikee's band had returned from the north and attacked the men who had been sent out to gather in the cattle. One man had been killed in that raid—a Mr. Campbell—who worked as a mechanic at Farr's mill and who had intended to move on to California as soon as he had means to do so. As soon as the death of Campbell was reported, Lorin Farr sent another dispatch to Salt Lake with Daniel Burch. Burch arrived in Salt Lake two hours after Moore, and, with his report of the Indian attack, it was decided to send a contingent of 150 Salt Lake militiamen to Weber County under the command of General Horace S. Eldredge. This group was well armed and was accompanied by baggage wagons which would allow them to conduct a vigorous campaign.







## *General Horace S. Eldredge*

The force arrived at Brown's Fort early in the morning of 18 September. It was decided that Eldredge's mounted force would continue north to overtake the Indians and try to reach a settlement with them. A show of force in this matter might impress

the Indians into making some kind of peace agreement.

The Indians, having learned of the approach of troops, had recovered the body of their chief and made a quick retreat to the north. The troops pursued them to Box Elder Creek; Eldredge then sent a reconnoitering party nearly to the Bear River, a distance of about forty miles from Ogden. But the Indians had put a great distance between them and their pursuers, and it was decided to return the militia to Ogden. A meeting of the leaders decided that the response of such a large force had seemed to settle the Terikee incident, and the matter was dropped. A resolution such as this might leave some questions in the minds of a modern reader, but frontier justice was many times not as thorough or complete as is present-day justice.

In July 1851 the Weber County militia was called out when a band of Indians stole seven head of horses. Sixteen militiamen led by David Moore and Francillo Durfey pursued the thieves and overtook the Indian camp, but the horses had been driven on ahead. The militia force tried to get the Indians to go with them to recover the horses, but one Indian refused to go and drew a knife in a menacing way. He reportedly "pitched into the men right and left, when one of the men stopped his mad career with a musket ball." After this incident, the company felt it was useless to continue the hunt for the horses and returned back to Ogden.

One final incident with the Indians and the militia in Weber County happened in 1854 after a visit of Brigham Young. This was at the time of the larger Walker War, and there was much uneasiness about the Indians and attacks

on the communities. In fact, part of Brigham Young's purpose in coming to Weber County was to make some agreement with the local Indians and to encourage the settlers to take precautions to protect themselves, including the building of forts around the communities. After distributing some presents to the Indians, Brigham Young proposed to the Shoshoni group gathered with Chief Catalos at a Weber River camp that it would be good for them to settle down like the white man and learn of him to cultivate the land. The Indians reportedly felt good about the meeting.

Matters seemed to be under control; but in November 1854 orders came from Salt Lake to disarm Chief Little Soldier and his band of Indians and distribute the Indians among the families in Weber County where the people were best able to feed and clothe them for the winter and set them to work. Major Moore, James Brown, and other militiamen visited the Indian camp and persuaded them to come to Ogden, which they did; but they refused to give up their arms. The Indians made a camp near Mound Fort on the Ogden River. A day later, when the whites visited the camp, they found the Indians very hostile when the proposal was made that they be distributed among the whites for the winter. A squad of armed white men persuaded them, however. Sullenly and reluctantly the Indians marched back to Ogden. Under these circumstances the weapons were gathered from the Indians. . . .

The settlements of the Mormons occupied increasing amounts of Indian land. The militia continued to make efforts to keep the peace and to keep threats from Indian attacks at a minimum. By the arrival of the railroad, difficulties with Indians were a thing of the past in Weber County, as the Indians had been in large part pushed out of or to the fringes of the county. ▀

*Cited from Richard C. Roberts and Richard W. Sadler, A History of Weber County: Utah Centennial County History Series (Salt Lake City: Utah State Historical Society; Weber County Commission, 1997), 95–99.*

1 Andrew Jenson, "The Building of Utah and Her Neighbors," in a scrapbook of a series of Jenson's writing in the Weber County Library, items 98 and 99.

*General Horace S. Eldredge painting on display, Harold B. Lee Library (23).*



by Frederick  
H. Huchel

UTAH CENTENNIAL COUNTY  
HISTORY SERIES

## "THE BURG ON THE BEAR"



### *Corinne, Utah*

The coming of the railroad greatly affected the population of Utah and Box Elder County with the influx of a significant number of non-Mormons among the previously isolated members of the LDS faith. . . . A great railroad linked the raw riches of the American West with the industrial might of the East, and the rest of the United States. . . .

The spot where the railroad crossed the Bear would be the perfect place for . . . an "American" town, a new town, free from Brigham Young's power. It was almost the northernmost point the tracks would reach in this part of Utah and would be an ideal junction for the great trade roads coming south from the mines of Montana. Ore could be brought by wagon to the Bear River and be loaded on the railroad for shipment to the smelters. . . . A fleet of steamships could be built to ply the waters of Great Salt Lake, and ore from the mines being developed south of the lake could be brought across the lake and up the Bear River to the rail junction. It was a perfect location.

In actuality, it was one of three sites under consideration by the railroad for a division point. . . . Ogden, an already-established city, was a Mormon town, and it was not conceived and laid out with a railroad in mind. Bonneville, five miles west of Ogden, was located on the railroad and was free of Mormon influence. The Union Pacific favored the site for a time, but it was in a rather isolated location. . . .

Corinne was not, like the wild and rowdy end-of-track railroad camps, just another mushroom sprung up

in the night. It was a city whose conception had been planned and whose birth was anticipated. Historian Brigham D. Madsen has noted that "With . . . speculations by the eastern press about the impact the Pacific road would have . . . some far-seeing men began to wonder about the possible founding of a 'Great Central City' that would control trade to vast areas of the Intermountain West."<sup>1</sup> . . . J. H. Beadle to an Ohio newspaper in 1868 . . . wrote that "Somewhere, then, between the mouth of Weber Cañon and the northern end of the lake, at the most convenient spot for staging and freighting to Montana, Idaho, Oregon and Washington, is to be a city of permanent importance, and numerous speculators are watching the point with interest. But the location is still in doubt."<sup>2</sup> Beadle saw that the new city would challenge the Mormon capital; "at no very distant day Salt Lake City will have a rapidly-growing rival here. It will be a Gentile city, and will make the first great trial between Mormon institutions and outsiders."<sup>3</sup> Beadle went on to predict that "It will have its period of violence, disruption, and crime, . . . before it becomes a permanent, well-governed city."<sup>4</sup> . . .

During its peak, the freight trade in and from Corinne was tremendous and was boosted by many of Corinne's prominent citizens. About four hundred mules and eighty heavy wagons operated night and day. . . . As many as five hundred freight outfits assembled at Corinne at one time. Mormon men came from the surrounding areas in large numbers as teamsters or guards on



the freight lines.<sup>5</sup> The chief commodity shipped south from Montana to Corinne was ore. Food and other supplies made the trip in the other direction. . . . Farmers of Cache Valley, Marsh Valley, Gentile Valley, Malad Valley, Bear River Valley, and surrounding areas braved the long drive and thick choking road-dust, traveling day and night to reach the gentile railroad city with their heavily loaded wagons of grain. . . .

A study of its history reveals at least three reasons for the decline of the "Gentile Capital of Utah."

First, the drifting away of railroad construction crews and traders after the transcontinental railroad was completed in May 1869. Corinne began as a construction camp and was the last permanent settlement along the Union Pacific line. . . . When that segment of the population eventually moved on, Corinne lost its appeal to a certain element and became a little quieter.

Second, moving the railroad junction or transfer point between the Union Pacific and Central Pacific railroads to Ogden was a severe blow to Corinne. Though the tracks met at Promontory, it was isolated in a high desert valley, far from established roads, from population centers, and did not have an adequate supply of water for a large community. . . . In the words of S. H. Goodwin, "Although the two railroads selected Promontory as the junction point, Fate and Brigham appear to have picked Ogden. Seven days after the celebration at Promontory, Brigham turned the first shovel of dirt at Ogden for what was to be the Utah Central Railway connecting Salt Lake and Ogden, and this line was completed and open for travel January 12, 1870. Some time late in the summer or early fall the disputed point as to where the junction of the C. P. and U. P. should be was settled in favor of Ogden."<sup>6</sup> . . .

Third, the Utah Northern Railroad built north from Ogden. Even after the moving of the transcontinental terminal to Ogden, Corinne still had its huge freighting business with the vast territory to the north, which kept the city very much alive. In 1871 the idea was conceived to build a narrow-gauge railroad north from Ogden through Weber, Box Elder, and Cache counties, and on into Idaho. . . . The goal was to extend the line to Montana and take over the team-and-wagon freight business which belonged to Corinne.

The Corinnethians, undaunted, built a branch line in June 1873 to connect it with the Utah and Northern

at Brigham City. For a while the pendulum of success seemed to swing in her direction. The Mormon church was not a railroad giant . . . [and eventually] sold the line to the moguls of the Union Pacific, including Jay Gould and Sidney Dillon. . . . [By] the spring of 1880, the [renamed] Utah & Northern railroad tracks crossed into Montana through Monida Pass. From then on, the freighting days of Corinne were at an end, and the huge freighting wagons became relics of a past glory. . . .

Alexander Toponce . . . wrote: "It was one story that Brigham Young had pronounced a curse on Corinne as a 'wicked Gentile city' and predicted that grass should grow in the streets. Some grass certainly did grow on some streets."<sup>7</sup> Adolf Reeder said that Young pronounced his curse when he visited Brigham City to reorganize the stake in August 1877. It was also on that occasion that the Great Colonizer delivered his final public address, only ten days before he died. According to Reeder, Young said that the city would go down and never regain its former size, grass would grow in the streets, the buildings would be torn down and barns would be built of the materials, and the Bear River would go dry.<sup>8</sup>

The population of the city declined. Many of the old business buildings were torn down. The Central Hotel was dismantled, and its materials used to build a substantial brick barn . . . on a farm west of Corinne.

The grand Corinne Opera House, in which Tom Thumb, William Jennings Bryan, and Maude Adams performed, and where innumerable Shakespearean plays, science lectures, minstrel and medicine shows, lectures were held, was sold in 1884 to J. W. Guthrie for \$300. It eventually became the meetinghouse for the Corinne Ward of the [LDS] church. ■

*Excerpts from Frederick H. Huchel, A History of Box Elder County (Salt Lake City: Utah State Historical Society; [Brigham City, Utah]: Box Elder County Commission, 1999), 123-45.*

1 Brigham D. Madsen, *Corinne: The Gentile Capital of Utah* (Salt Lake City: Utah State Historical Society, 1980), 5.

2-4 *Cincinnati Commercial*, 17 Oct. 1868.

5 Bernice Gibbs Anderson, "The Gentile City of Corinne," *Utah Historical Quarterly* 9 (1941): 11.

6 S. H. Goodwin and Committee, *Freemasonry in Utah* (Salt Lake City: Corinne Lodge No. 5, F. & A. M., 1926), 8.

7 Alexander Toponce, *Reminiscences of Alexander Toponce, Pioneer* (Norman: Univ. of Oklahoma Press, 1971), 231.

8 Frederick M. Huchel interview with Adolph Reeder, Feb. 1969.





# The TRANSCONTINENTAL &

Thousands of throbbing hearts impulsively beat to the motion of the trains as the front locomotives of each company led on majestically up to the very verge of the narrow break between the lines where, in a few moments, was to be consummated the nuptial rites uniting the gorgeous East and the imperial West with the indissoluble seal of inter-oceanic commerce.”<sup>1</sup>

This flowery account appeared in the *Deseret News* two days after the golden spike was driven at Promontory Summit, Utah, on May 10, 1869, marking the completion of the transcontinental railroad. This unprecedented feat of vision, engineering, courage, and determination was one of the most important events in U.S. history.

Historian Stephen E. Ambrose wrote, “Next to winning the Civil War and abolishing slavery, building the first transcontinental railroad from Omaha, Nebraska, to Sacramento, California, was the greatest achievement of the American people in the nineteenth century. . . . After the Civil War ended in 1865, it took a person months and might cost more than \$1,000 to go from New York to San Francisco. But less than a week after the pounding of the golden spike, a man or woman could go from New York to San Francisco in seven days. That included stops. ‘So fast,’ they used to say, ‘that you don’t even have time to take a bath.’” . . .

The “Wedding of the Rails” formed a benchmark in Utah’s history as well, marking the end of an old era and the opening of another, for no longer would immigrants to Utah cross the plains with slow-moving ox teams. . . . The pioneer era was considered to be over. . . .



# UTAH CENTRAL RAILROADS

*by Anne Miller Eckman*  
DAUGHTERS OF UTAH PIONEERS

There is evidence from pioneer diaries that Brigham Young, while crossing the plains in 1847 and 1848, predicted that a railroad would be built along the immigrant trail. He remarked that if the nation did not build it, the Utah pioneers would, as soon as Utah was granted statehood.<sup>2</sup> . . . In a letter to Congress in December 1853, Brigham Young wrote, "Pass where it will, we cannot fail to be benefited by it." Utah settlers gathered en masse in Salt Lake City on January 31, 1854, and made a grand demonstration in favor of the Pacific Railroad. . . .

Congress was in gridlock, but the dream of a transcontinental railroad lived on through the efforts of private enterprise. In 1854 skilled engineer Theodore D. Judah left his secure job in the East and moved to Sacramento, California, to pursue his dream of locating a route over the Sierra Nevada range for a transcontinental railroad. . . . Under Judah's direction, four parties of engineers went into the Sierra early in 1861 to survey an exact route over the mountains . . . [in order] to solicit local funding for the incorporation of the Central Pacific Railroad of California.

He interested the "Big Four," Leland Stanford, Collis P. Huntington, Mark Hopkins, and Charles Crocker, in the project. In April 1861, against the advice of friends, the four partners threw their entire resources and personal credit into the Central Pacific. . . .

Lincoln was inaugurated on March 4, 1861 . . . [and] after a long period of debate, Congress passed the Pacific Railroad Act on July 1, 1862. . . . Under several subsequent acts passed by Congress between 1862 and 1864 . . . the U.S. government, in partnership with private enterprise, was about to undertake a project



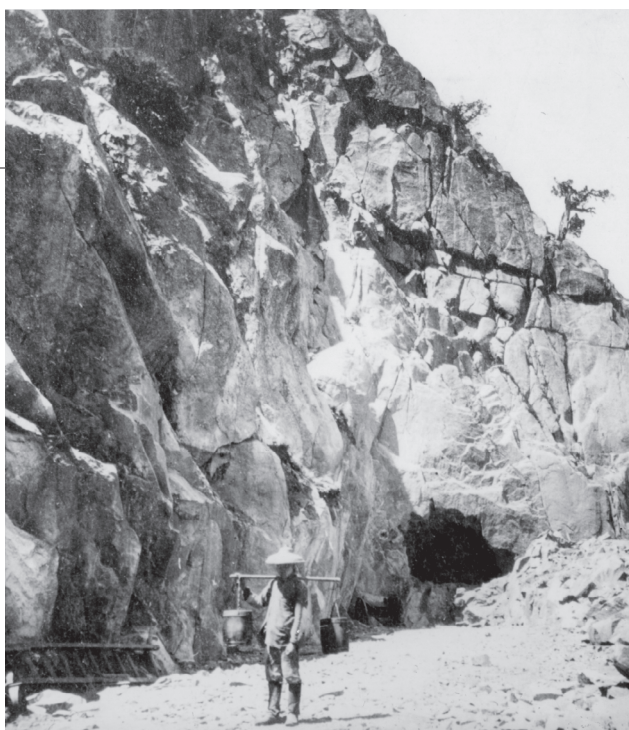


without equal. No railroad anywhere had spanned a continent, and the envisioned railroad had nearly two thousand miles to cross. It would traverse great stretches of waterless desert devoid of game, vast areas without the trees needed for ties and bridges, and three major mountain ranges—the Rockies, the Wasatch, and the Sierra Nevada. The line would pass through a virtually uninhabited wilderness, as Salt Lake City was the only major settlement along the entire route. And it would be built without steam shovels, power saws, or pile drivers.<sup>3</sup> . . .

By the end of 1866, [Charles] Crocker had eight thousand Orientals and about two thousand Caucasians in his employ. The Central Pacific paid \$30 per month, a good wage—even though the men had to buy their own food. The Chinese proved to be outstanding workers. They excelled at teamwork, took few breaks, became skilled at blasting, took daily sponge baths, and remained healthy. Since they drank only tea made from boiled water, they were not subject to the diseases caused by drinking from contaminated streams and lakes. Young Chinese employees carried tea to the workers by means of yokes over their shoulders with clean recycled powder kegs hanging from each end. Thus, their tea was known as “powder tea.” . . .

The severe winters of 1865–66 and 1866–67 called for superhuman courage to keep things going. . . . There were accidents of all kinds, mainly from blasting powder. Sometimes the heavy explosions started avalanches, and entire camps of workmen were buried alive. . . . The first locomotive from Truckee poked its nose over the California–Nevada state line on December 13, 1867. . . . The tough work in solid rock above Donner Lake was completed on June 15, 1868, and the Sierra had been conquered.

Unlike the Central Pacific, which was incorporated by private investors in 1861, the Union Pacific Railroad Company came into existence as a direct result of the 1862 Pacific Railroad Act. . . . During a meeting held early in September 1862, the Union Pacific board of directors issued stock and advertised it for sale. . . . Brigham Young, the biggest buyer, was the only one who paid in full for his five shares, making him the first stockholder in good standing and earning him a seat on the board of directors. At a meeting of stockholders on October 29,



*A Chinese tea carrier of the Central Pacific R.R., by official CP photographer Alfred A. Hart of Sacramento.*

1863, John A. Dix was elected president [and] Dr. Thomas C. Durant was chosen as vice president, but he was the real leader of the corporation. . . .

[Durant] scheduled groundbreaking for the Union Pacific on December 2, 1863. On the same day, Brigham Young telegraphed the following message to President Lincoln: “Let the hands of the honest be united to aid the great national improvement.” . . .

By mid-April 1866, supplies began pouring into Omaha, and the three thousand workers went to work with a will. By June 4 the track-layers had reached the hundred-mile post, and in late July, the gangs passed Grand Island, 153 miles west of Omaha.

Good lumber for the crossties, bridges, locomotive fuel, and other purposes was scarce and costly. . . . The Union Pacific faced another serious challenge—hostile Native Americans. . . . The farmer’s plow was the mortal enemy of the buffalo, and the Indians naturally resisted the onslaught of more and more settlers. In addition, the railroad split the buffalo herd since bison would not cross the tracks. The UP workers would have to keep their rifles within easy reach at all times. . . .

The [UP] labor force consisted of a heterogeneous, largely Irish, group of about one thousand men. Most were Union and Confederate veterans, but there were also immigrants, farmers, disappointed miners, newly freed slaves, muleskinners, herdsman, hunters, cooks, and



ex-convicts. Altogether, it was a rough, dangerous, dirty, hard-working, free-spending life. They bathed only when they were near enough to the river to make it possible, and they almost never washed their clothes. . . . And, to the ex-soldiers, the prospect of a scuffle with Indians was more of a hope than a fear.

The Union Pacific reached Cheyenne in November of 1867. . . . On May 6, 1868, Thomas C. Durant telegraphed Brigham Young from Fort Sanders (near Laramie) and asked him if he would take a contract to prepare fifty-four miles of a road grade from the head of Echo Canyon . . . and down through Echo and Weber canyons to Salt Lake City. Brigham Young was to do the grading, tunneling, and bridge masonry on that section of line.

The Union Pacific would carry men, teams, and tools from Omaha for free and would also provide powder, steel, scrapers, and other necessary equipment at cost plus

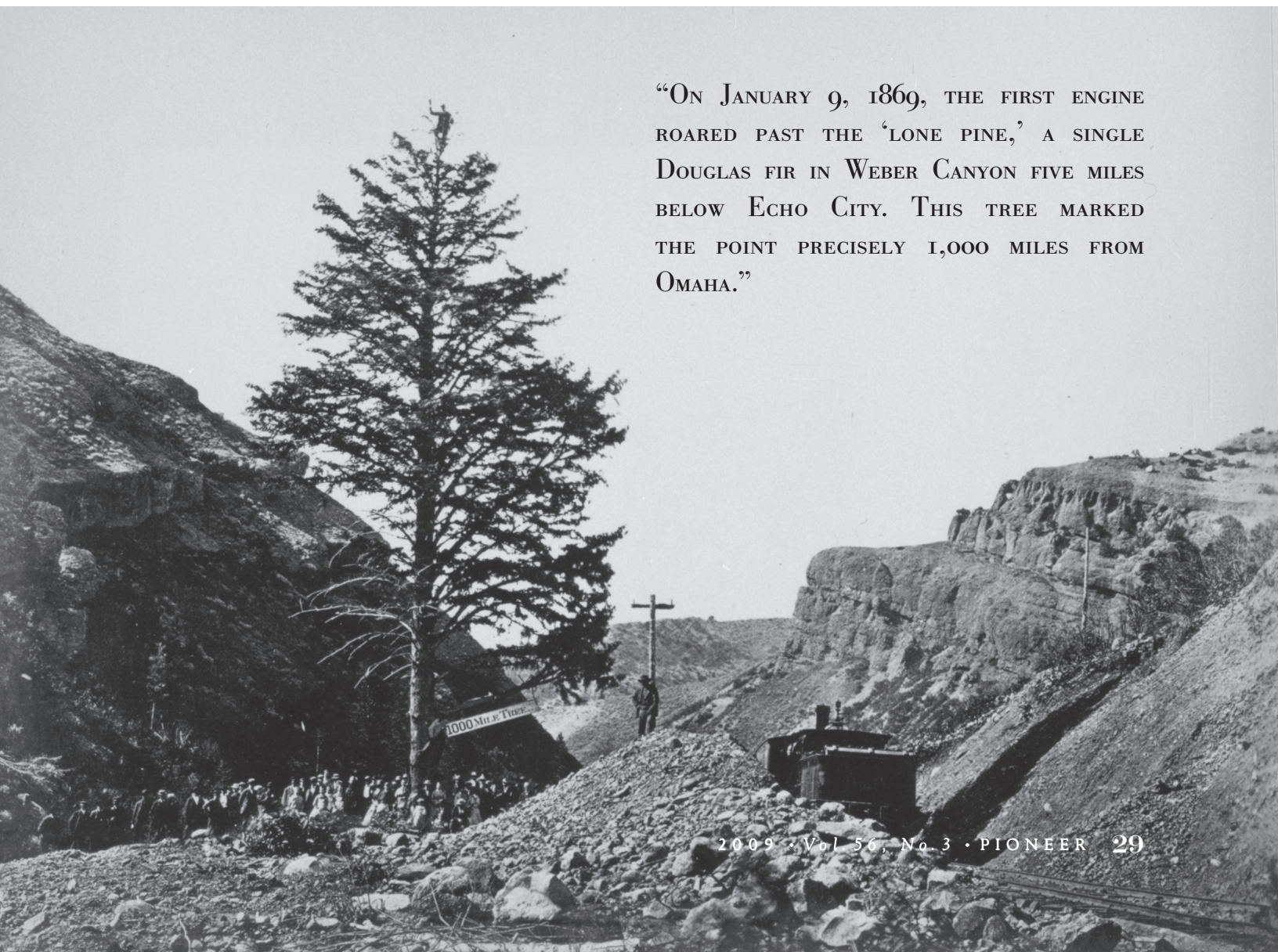
freight charges. Durant had complete trust in Young's ability and integrity and offered to let him name his own price. . . . The contract was signed on May 19, 1868. . . .

Brigham Young[s] . . . principal subcontractors were his eldest son, Joseph A. Young, and Bishop John Sharp. . . . To them fell the heavy stonework on the bridge abutments and the cutting of tunnels in Echo and Weber canyons. Before the end of 1868, the firm had 1,400 men at work in Echo Canyon. . . .

The winding canyon route required a succession of tunnels, bridges, trestles, and heavy fills and cuts. . . . An 800-foot-long cut, dubbed the "Second Devil's Gate" was cut through Devil's Gate (a narrow and dangerous defile near the mouth of Weber Canyon). . . . Four tunnels were blasted by Mormon and UP workers between Evanston and the mouth of Weber Canyon. . . .

The crews worked feverishly, and by December 30

"ON JANUARY 9, 1869, THE FIRST ENGINE ROARED PAST THE 'LONE PINE,' A SINGLE DOUGLAS FIR IN WEBER CANYON FIVE MILES BELOW ECHO CITY. THIS TREE MARKED THE POINT PRECISELY 1,000 MILES FROM OMAHA."





the Union Pacific laid the first rails in Echo Canyon. On January 9, 1869, the first engine roared past the “lone pine,” a single Douglas fir in Weber Canyon five miles below Echo City. This tree marked the point precisely 1,000 miles from Omaha. A sign reading “1,000 Mile Tree” was hung from its lowest limb, and it became a favorite of tourists. . . .

Just before noon on March 8, 1869, UP’s tracklayers came within sight of the excited citizens of Ogden. . . . By 2:30 p.m. the great fiery locomotive had steamed, wheezed, and whistled into Ogden, startling the horses and adding to the spectators’ glee. Flags waved, the military brass band blared, the artillery boomed, and a parade bore the banner, “Hail to the Highway of Nations. Utah bids you welcome.” . . .

The Union Pacific was sluggish in making payments for the completed work. . . . By January 1869 Young’s personal resources were depleted. Between January and June of 1869, he wrote several letters to Durant requesting the \$750,000 that the Union Pacific owed on the contract. By November 1869 seven months after the “Wedding of the Rails” at Promontory Summit, the UP still had not paid up. . . .

After much deliberation and arbitration between

President Young’s emissaries . . . and the Union Pacific Railroad, \$750,000 was paid. In lieu of the remaining \$1,250,000, Young accepted \$600,000 worth of iron and rolling stock. It was the best that could be done without years of costly litigation, and the settlement proved to be a benefit to the territory, for it expedited the construction of local lines that would connect Utah towns with the transcontinental railroad.<sup>4</sup> . . .

By the middle of 1868, the Central Pacific was more than five hundred miles west of Echo Summit. Leland Stanford was determined to get there as soon as possible, and they needed Mormon workers to help [also]. . . . During November 1868, Benson, Farr, & West worked on the grading from Monument Point to Humboldt Wells. [Lorin Farr was mayor of Ogden, Ezra T. Benson was a member of the Quorum of the Twelve, and Chauncey W. West was a Mormon bishop. Brigham Young held a quarter interest in the firm.] They started on the line from Monument Point to Ogden that December. John Sharp, of Sharp and Young, was simultaneously grading the same area for the Union Pacific, and the two firms were working practically alongside each other. Two hundred miles of parallel grade were constructed from Monument Point to Weber Canyon. . . .



*Governor Stanford's train on way to Golden Spike ceremony  
at Monument Point, May 10, 1869.*



When the work was completed, Leland Stanford did not make good on his promise to pay whatever it took. In consequence, Benson, Farr, & West used personal funds to pay the workers and were financially ruined. On September 3, 1869, several months after the golden spike was driven, Ezra T. Benson left for Ogden from his home in Logan, apparently confident that he could come to an agreement with the railroad. On the way he stopped at Lorin Farr's home. As he was walking to the door, he fell to the ground and died at the age of fifty-eight. His family and associates believed that his death was caused by overwork and worry.

Chauncey West made several trips to San Francisco to obtain a settlement from the Central Pacific, but he died without accomplishing it. The damp, foggy weather on the Pacific Coast and his great anxiety to secure a settlement that would enable him to discharge his obligations caused his health to fail. He died on January 9, 1870, at the age of forty-three.

About two-and-one-half months later, the Central Pacific finally paid its debt on the railroad contract. Lorin Farr, the only partner still living, received the funds on behalf of Benson, Farr, & West and paid what was owed to all concerned.<sup>5</sup> . . .

On April 9, 1869, Congress adopted a resolution, ending the race that had begun six years earlier. Promontory Summit was designated as the connecting point. . . . At Promontory on May 10, 1869, the air was electric with excitement as the railroad workers gathered to await the arrival of dignitaries and officials. Soon a Central Pacific special, bringing excursionists from San Francisco, pulled in. It was followed shortly by the arrival of two Union Pacific trains from the East. The fourth passenger train of the day brought Leland Stanford, governor of California and president of the Central Pacific. Stanford and his group went over to Durant's car, one of the most elegant



walnut masterpieces of the day, and the two parties shook hands all around, accompanied by the shouts of those assembled.

Estimates of crowd size vary from five hundred to about three thousand, counting four companies of the Twenty-first Infantry on their way to California by rail. Scores of Utahns were present, including railroader John Sharp and Ogden Mayor Lorin Farr. The Salt Lake City Tenth Ward Band of The Church of Jesus Christ of Latter-day Saints was on hand to provide the music. Brigham Young, who was returning from a visit to the settlements in Southern Utah, did not attend.

The official announcement was telegraphed to the Associated Press and to President Grant: THE LAST RAIL IS LAID! THE LAST SPIKE IS DRIVEN! THE PACIFIC RAILROAD IS COMPLETED! THE POINT OF JUNCTION IS 1,086 MILES WEST OF THE MISSOURI RIVER AND 600 MILES EAST OF SACRAMENTO CITY. —LELAND STANFORD, CENTRAL PACIFIC RAILROAD. . . .

When Brigham Young was informed that the transcontinental railroad would bypass Salt Lake City, he lost no time in planning a thirty-seven-mile branch line to connect Utah's capital with the nation. In partnership with Joseph A. Young, George Q. Cannon, Daniel H. Wells, Brigham Young Jr., John W. Young, Christopher Layton, William Jennings, Feramorz Little, and James T. Little, he organized the Utah Central Company on March 8, 1869. The following officers were selected: Brigham Young, president; William Jennings, vice president; Feramorz Little and Christopher Layton, directors; Joseph A. Young, general superintendent; and Jesse W. Fox, chief engineer.

On May 15, 1869, Fox, his son Jesse W. Fox Jr., and Hyrum S. Young went to a spot west of Ogden near the present Union Pacific depot and began the survey for



the Utah Central Railroad. On Monday, May 17, just one week after the driving of the golden spike, President Young broke the ground. . . .

Labor on the Utah Central was contracted to the various bishops along the line, adding a spirit of friendly competition to the work. In some cases the workers received stock or bonds as pay. In other cases, railroad tickets (\$1.40 per round trip) were the only reimbursement. Much of the labor was done by converts who adopted this way of repaying the Church for their transportation to Utah. . . .

The first rails were laid in Ogden on September 22, and seventy men laid a mile of track every other day during October and November. . . . It was seven months to the day from the completion of the transcontinental railroad that the Utah Central was finished to Salt Lake City.

On January 10, 1870, the train carrying invited guests from Ogden and northern Utah arrived in Salt Lake City. . . . At least fifteen thousand citizens were assembled on the Salt Lake City depot block to celebrate the occasion. . . . [and] President Brigham Young drove the polished iron spike into the last tie at 2:00 p.m., after which a salute of thirty-seven guns, one for each mile of road, was fired. Captain Croxall's brass band then burst forth with lively music. The invocation was offered by Wilford Woodruff. William Jennings, George Q. Cannon, Joseph A. Young, and Union Pacific officials B. O. Carr and T. B. Morris then addressed the crowd. . . .

The office of the *Deseret News* was covered with mottos and transparencies. Among them were

"Brigham Young—Pioneer of the Press, Telegraphy, and Railroading," "Utah stretches her arms to the two oceans," and "Salt Lake Now! Dixie Next!" . . .

The motto "Salt Lake Now! Dixie Next!" proved to be prophetic. In the fall of 1874, the Utah Southern Railroad reached Juab County, and the line reached Milford and the mines in Frisco in 1881. Around the turn of the century, the line extended into California. The Utah Northern Railroad completed a line to Idaho in 1874, and other lines were soon in operation throughout the territory.<sup>6</sup> ▣

*Excerpts from Anne Miller Eckman, "The Transcontinental and Utah Central Railroads," Daughters of Utah Pioneers May 2009 Lesson.*

1 *Deseret News*, May 19, 1869, 169; Kate B. Carter, *Our Pioneer Heritage* (Salt Lake City: Daughters of Utah Pioneers, 1969), 12:285.

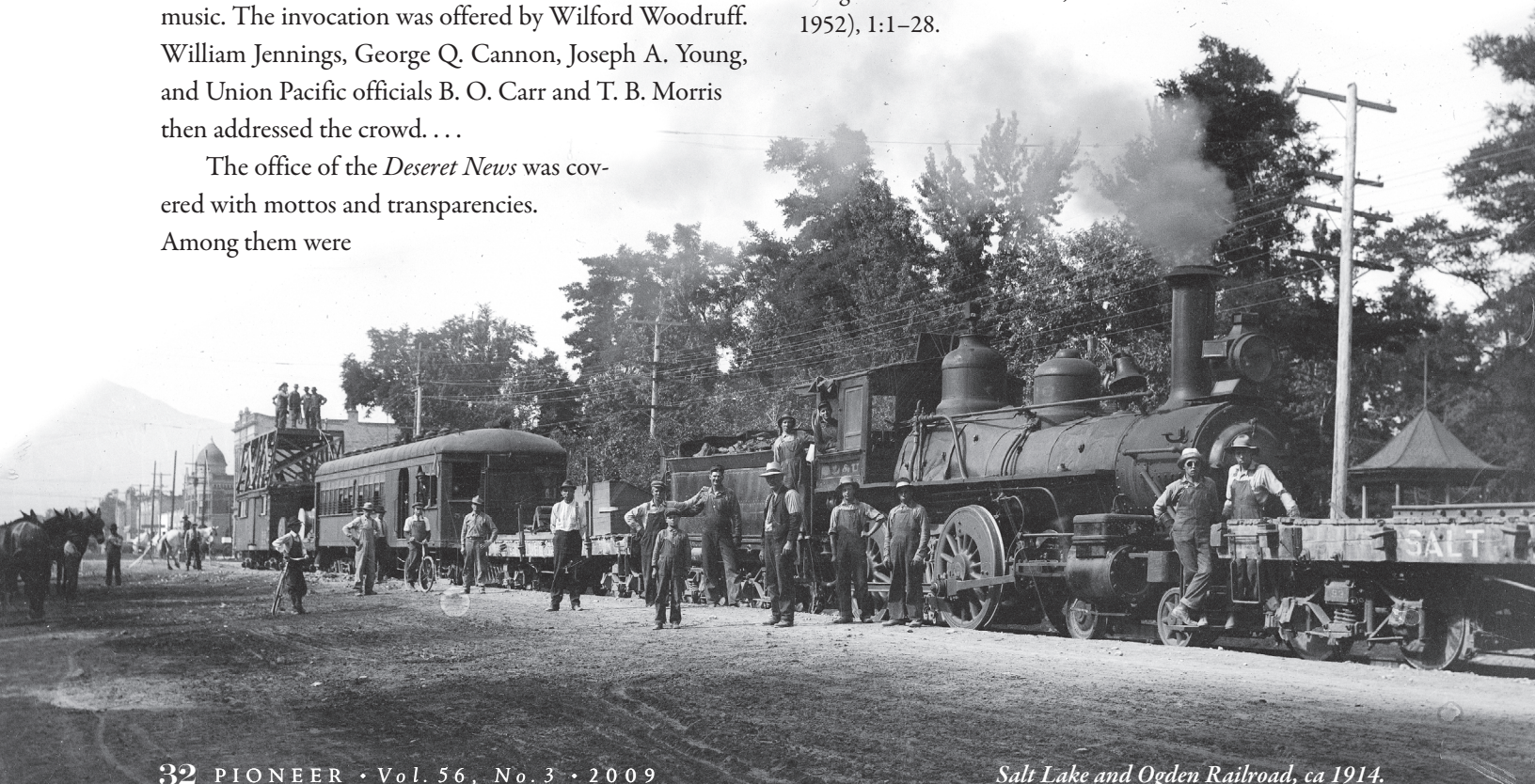
2 Leonard J. Arrington, *Great Basin Kingdom* (1958; Salt Lake City: Univ. of Utah Press, 1993), 256; David H. Mann, "Brigham Young's Road," *Railroad Magazine*, Feb. 1945, 8–9.

3 Carter, *Our Pioneer Heritage*, 12:285–88, 310–11.

4 Carter, *Our Pioneer Heritage*, 12:298–309.

5 Carter, *Our Pioneer Heritage*, 12:320–22.

6 Kate B. Carter, *Treasures of Pioneer History* (Salt Lake City: Daughters of Utah Pioneers, 1952), 1:1–28.





# Providence, Utah

## SESQUICENTENNIAL 2009

by Doran J. Baker, UTAH HISTORICAL SOCIETY

A century and a half has transpired since the settlement on April 20, 1859, of what today is Providence City, located two miles south of Logan, Utah.<sup>1,2</sup> First called "Spring Creek," Providence was the second community settlement in Cache Valley following "Maughan's Fort" (Wellsville), founded September 15, 1856, by Peter Maughan.<sup>3</sup> The settlement of northern Utah Territory had resumed in the spring of 1859 after the interruption of the 1858 "Utah War." Succeeding Providence, the next new communities were "North Settlement" (Mendon) on May 2, 1859,<sup>4</sup> and then Logan on June 6, 1859.<sup>5</sup> The Logan settlers had been attracted to the Spring Creek site; however, they encountered complications with settlers already there. Consequently, they went north along the East bench to Summit Creek, the subsequent location of Smithfield, but turned around and came back to the Logan River to make their settlement. By the end of that first year Logan was already becoming the dominant community in the valley.

The first to arrive in the spring of 1859 at the Spring Creek to settle near the mountains on the east side of Cache Valley were sixty-five-year-old Ira Rice and thirty-five-year-old Hopkin Mathews with his teenage daughter, Elizabeth. They came up around the mountains from North Ogden, considered to be the "mother" town of Providence.<sup>6</sup> The reason the pioneers gave for their move north was that Weber County was "getting too crowded." Undoubtedly, the compelling motivation was the availability of unclaimed tracts of choice land. Articles by Peter Maughan and Brigham Young in the *Deseret News*

IRA RICE AND HOPKIN  
MATHEWS WITH HIS  
TEENAGE DAUGHTER,  
ELIZABETH, BEGAN  
THEIR MOVE UP  
AROUND THE MOUN-  
TAINS FROM NORTH  
OGDEN, BECAUSE  
WEBER COUNTY  
WAS "GETTING TOO  
CROWDED."

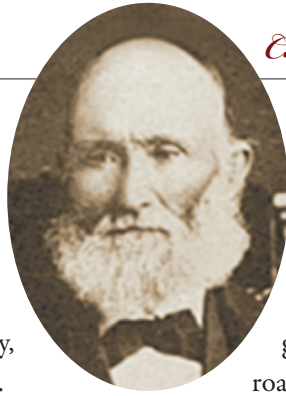
*Weekly* gave glowing accounts of the valley.<sup>7</sup> The paper advertised excellent ranges with rich soil, abundant water, and nearby "plenty of timber, consisting chiefly of pine, maple and quakenasp."<sup>8</sup> Mormon scouts who had earlier explored Cache Valley returned to convey similar accounts. Thus-inclined adventurous men were no longer satisfied living in the increasingly compact settlements to the south where the choicest lands had already been taken up. Other factors were drought (prior to the severe 1855 winter) and cricket

infestations in Great Salt Lake Valley and Ogden.<sup>9</sup>

Ira Rice was born in New Ashford, Berkshire, Massachusetts, on October 2, 1793.<sup>10</sup> He was orphaned at about the age of five and then lived with relatives in upstate New York. He was five feet eight inches tall, had light-colored hair and blue eyes. Ira enlisted and served as a private in the Ontario County Regiment during the War of 1812. The U.S. government offered homestead land grants in the wilderness of Michigan to the veterans of the War of 1812. Seizing upon the opportunity, Ira Rice moved to Michigan with his second wife Sarah Ann Harrington, his first wife having died after giving birth to her fifth child.

Ira and Sarah joined the LDS church about 1840 and then with their family travelled west to the Mississippi River to join the Saints at Nauvoo, Illinois. Rice acquired a house and a farm, both of which were lost in 1846 when anti-Mormon mobs drove them out and torched their home.<sup>11</sup> Ira and two sons joined the June 17 exodus to Great Salt Lake City, where they arrived as part of the





Captain Daniel Spencer “First Hundred,” Ira Eldridge “Second Fifty,” George Boyes “Fifth Ten” wagon train on September 19, 1847.<sup>12</sup> The next year when the remainder of the large family rejoined Ira coming from Kanessville, Iowa, and Winter Quarters, Nebraska Territory, Ira learned that his wife Sarah had passed away.

In the spring of 1848, Ira Rice and his eldest son, Asaph, built a rock cottage in “North Cottonwood,” which became the town of Farmington in Davis County.<sup>13</sup> In 1857, they moved through Ogden (“Brownsville” before 1850) to what became North Ogden. Ira and Asaph built a log cabin on “Rice Creek.” The settlers at North Ogden referred to their community site as “Ogden’s Hole” after the beaver fur trapper from Quebec, Peter Skene Ogden, for whom Ogden River, Ogden Valley, and Ogden City were named.<sup>14,15</sup> However, the actual site of “Ogden’s Hole” has been shown to be Ogden Valley in the mountains to the east about ten miles up Ogden River Canyon where the present-day towns of Liberty, Eden, Huntsville and the Pineview Reservoir are located.<sup>16,17</sup>

While living in North Ogden, Ira Rice married Elizabeth Ann Morris Butler on November 20, 1856. Known by the name “Ann,” she was the older sister of Hopkin Mathews’ wife, Margaret. Thus, Ira and Hopkin became brothers-in-law. Ann was a thirty-nine-year-old widow from Wales, who, with her three children, had come across the Plains in the 1856 Bunker Handcart Company.<sup>18</sup> She was in dire circumstances and a friend had found employment for her as a housekeeper for Ira Rice’s large family. Ira had become the father of seventeen children and step-father of three more.

Another original Providence pioneer traveled overland with the Edward Bunker Handcart Company in 1856. Hopkin Mathews and wife Margaret pulled a handcart across the plains. Their four children were three girls and an infant boy. This Third Company of handcart pioneers was made up almost entirely of Welch emigrants. The Mormons of the “Welch Company” crossed the Atlantic on the Church-chartered ship *Sanders Curling*.<sup>19</sup> The ship sailed out of Liverpool on April 19, 1856, with 707 Saints onboard under Dan Jones.<sup>20</sup> The

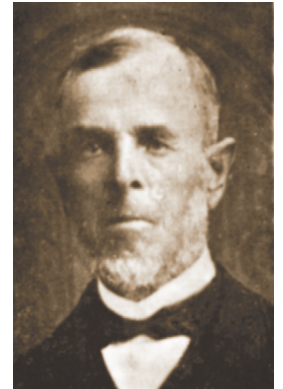
vessel landed at Boston, Massachusetts, on May 23. At this time, cholera epidemics had diverted arriving immigrant ships from Liverpool, England, away from New Orleans, Louisiana. From Boston the immigrants rode, sometimes in cattle cars, on a railroad train to New York City, through Chicago,

Illinois, and on west to St. Louis, Missouri. They boarded a steamboat up the Mississippi River to Iowa City, Iowa, where they were outfitted with wooden handcarts. From there, they pulled their handcarts to the Missouri River and crossed to Winter Quarters (“Florence”), Nebraska Territory. After taking on provisions and making repairs, on July 30 the “Welch Company” headed west across the Great Plains following the Platte River.<sup>21</sup>

Hopkin Mathews was born July 13, 1823, at Swansea, South Wales. He was working in the coal mines as a collier when, at nineteen, he joined the LDS church. Shortly thereafter, he was called to labor as a missionary in South Wales. Hopkin married Margaret Morris on June 17, 1844. It was just ten days before Joseph Smith and his brother were murdered by a mob in Carthage, Illinois. The Mathews couple served together as missionaries until they decided to emigrate to the Mormon “Zion” in America.<sup>22</sup>

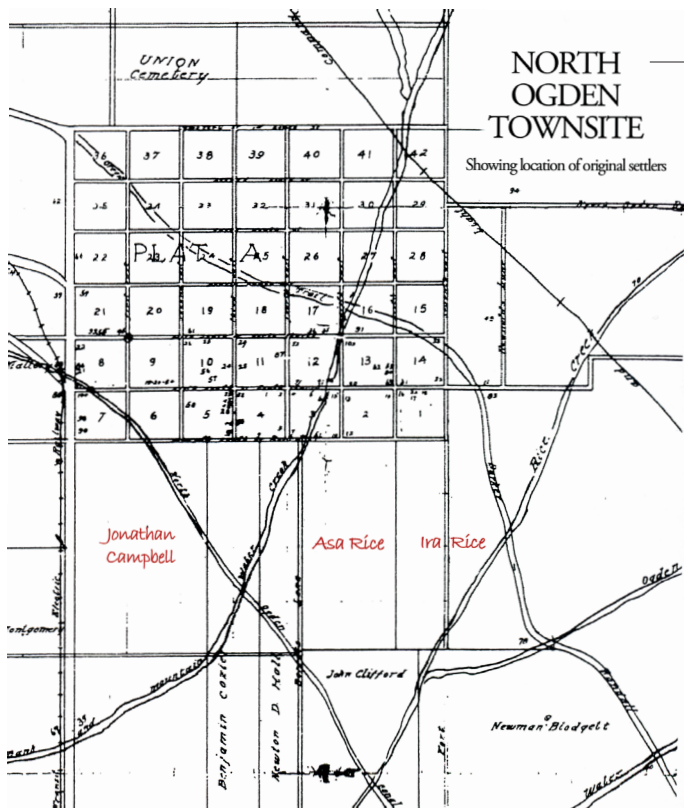
Hopkin Mathews and family, which at the outset included four-month-old Alma, endured the never-to-be-forgotten long trek to the West. The Third Handcart Company was led by Mormon Battalion veteran, thirty-four-year-old Edward Bunker. The Company was comprised of 320 people pulling sixty-four handcarts.<sup>23</sup>

They left Iowa City, Iowa, on June 28, 1856, and arrived in the Great Salt Lake Valley on October 2. It took over a hundred days to walk some thirteen hundred miles. Each family pulled a two-wheeled handcart loaded with a couple of hundred pounds of provisions, supposedly including not more than seventeen pounds of baggage per person. Coffee and bacon soon ran out and



*Hopkin Mathews*





*Samuel Campbell*

brief stay they went on north to Ogden, where Captain Bunker had made his home prior to being called on a four-year mission to Great Britain. Hopkin Mathews erected a cabin for his family in North Ogden. Neighbors included pioneers Ira Rice and the Campbells.

Leaving North Ogden in the early spring of 1859, Ira Rice with Hopkin Mathews and daughter Elizabeth brought their wagons into Cache Valley by the low west “entrance” where the Bear River exits. After visiting with Peter Maughan they stopped over for the night at the Elkhorn Cattle Ranch, which was established on the Twenty-fourth of July, 1855, on a spring adjacent to the west bank of the Blacksmith Fork River.<sup>26</sup> The next morning, on April 20, 1859, the party crossed the river and arrived at the Spring Creek. They immediately selected a site southwest of “The Big Spring” to stop and camp out of their wagons. The “Spring” fed a pond which added its water to that of the Spring Creek flowing from the nearby canyon. The Spring Creek (Providence) Canyon is located in the Bear River Range between snow-covered “Temple Peak” on the left and “Old Baldy” on the right.

Several days later, Samuel Campbell, thirty-one, and his brother Joseph Hyrum Campbell, twenty-one, arrived only to find Rice and Mathews already living out of their wagon boxes on the land they had purportedly “staked out for themselves” during their exploration two years previously.

From North Ogden, in the early spring of 1857, Samuel Campbell, his brother Joseph, cousins Aboile and Nephi Campbell (accompanied by John Dunn) had crossed the mountains on horseback to see Cache Valley.<sup>27</sup> Their intention to make a new settlement had been interrupted by the so-called “Utah War.” The Rice and Campbell families had been neighbors in North Ogden and so the three families were able to resolve the situation amicably. In fact, on the first day of 1861, the families were merged as Joseph Hyrum Campbell married Hopkin Mathews’ pretty daughter Elizabeth!<sup>28</sup>

food, mostly flour, was in such short supply that it had to be severely rationed the rest of the way. With the lack of grease, there was the continual squeaking of the wheels turning dry on the axles, necessitating continual repairs. Five wagons pulled by mules carried flour and tents. At night, the tents were put up on the ground to sleep as many persons as possible using their coats as padding.

Hopkin was stricken with rheumatism and sometimes had to be pulled in one of the carts. The records show that, luckily, no more than six members of this Third Handcart Company died in crossing the Plains and Rocky Mountains. Two of those who perished were a lighthouse keeper from Wales and his wife. Two of the pioneers who walked nearly all the way were blind, another had only one leg, and yet another had one arm.<sup>24</sup>

Although the Third Handcart Company of 1856 was not caught in snow, the immigrants were exposed to incessant hunger and to the elements—wind, rain, lightning, cold, heat, dust or mud. They continually had to make difficult crossings of rivers and streams.<sup>25</sup> Crossing Iowa they encountered some ridicule by onlookers.

About a week after their welcome into Great Salt Lake City, the Mathews moved to Farmington. After a

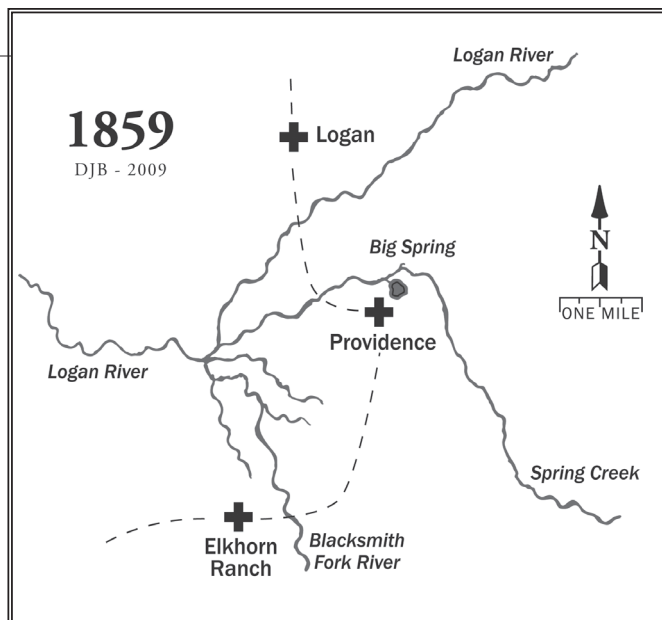


The location of the pioneer camp near the “Big Spring,” where the settlers first lived out of their wagon boxes and dugouts, was north of the subsequent Providence City Block 11. At present (2009), the properties are owned by Lloyd Astle Baer and Marlin Hoth, both of Providence.

Samuel Campbell served in the same Company E of the Iowa Mormon Battalion as Edward Bunker. Both enlisted as privates on July 16, 1846, at Council Bluffs, Iowa, and mustered out on July 16, 1847, at Los Angeles.<sup>29</sup> Samuel arrived in Great Salt Lake City from California in 1849. The experience of the Battalion members in their military expedition from Iowa to California was of great benefit to Brigham Young as he and the Twelve Apostles chose captains to organize and lead the Overland Immigration Companies.

Descended from many generations of the Campbell clan in Argyll, Scotland, Samuel was born on May 4, 1827, in Orange County, New York. After being baptized in 1832 into the LDS church at nearly the same time and place that Brigham Young joined, Samuel’s parents gathered with other Mormons at Kirtland, Ohio. There on August 15, 1837, one of Samuel’s younger brothers was born. Joseph Smith, Sr., cradled the baby in his arms and christened him “Joseph Hyrum” in honor of the Patriarch’s own two later-to-be martyred sons.<sup>30</sup>

In 1846 the Campbell family left Nauvoo with the Saints and began their westward exodus. It was 1850 before they earned enough money to sustain them on the journey to the Great Salt Lake Valley. They outfitted with the Colonel Stephen Markham Company in Kanesville, Iowa, and departed with a train of fifty wagons on the



twentieth of June. Barely under way, the Company was stricken with cholera. Mary Leonard Campbell, the mother of Samuel and Joseph and their siblings, died on June 30, 1850. On the Fourth of July father Benoni also passed away. Thirteen-year-old Joseph Hyrum Campbell accompanied by his siblings and uncle Jonathan arrived in Great Salt Lake City on October 1, 1850.<sup>31</sup>

Jonathan and Samuel Campbell and John Riddle<sup>32</sup> first settled North Ogden in the fall of 1850. The town is situated about five miles directly north of Ogden.

In Cache Valley new-arrivals John Maddison and William Fife joined with pioneers Ira Rice, Hopkin Mathews, and the Campbells to erect cabins for their families. They laid out a narrow roadway on a diagonal southwest from the “Big Spring.” Douglas fir logs were cut and dragged down from the canyon to build rough-hewn cabins. The houses were arranged in two rows so that the narrow interior roadway could be closed off at each end in case of hostilities from the native Shoshonis.<sup>33</sup> Cedar posts were cut for fencing.

By the end of the year of the “Great Migration” to Cache Valley, 1859, there were some twenty-nine settlers in Providence who could be classified as “heads of households.”<sup>34</sup> ■



Joseph Hyrum Campbell      Elizabeth Mathews Campbell

1 Eva A. Rice and Loretta C. Rice, *Footprints of Ira Rice*, ed. D. J. Baker (Logan: Utah State Univ., 1973), 18.

2 Joel E. Ricks, “The First Settlements,” *The History of a Valley: Cache Valley Utah Idaho*, ed. Joel E. Ricks and Everett L. Cooley (Logan: Cache Valley Centennial Commission, 1956), 39.

3 Ricks, 34.



4 Edward W. Tullidge, *Northern Utah and Southern Idaho*, in *Tullidge's Histories*, vol. 2 (Salt Lake City: Juvenile Instructor, 1889), 2:422.

5 Ricks, 41.

6 *Providence and Her People: A History of Providence, Utah, 1857–1974*, 2nd ed. (Providence, Utah: Providence History Committee, 1974), 10.

7 *Deseret News Weekly*, vol. 5, no. 32, Oct. 17, 1855.

8 *Deseret News Weekly*, vol. 9, no. 16, June 22, 1859.

9 Rex J. Haddock, *A History of Cache Valley, Utah, From the Fur Period to the Year 1869*, M.A. Thesis, Utah State Agricultural College, 1953, 16.

10 Rice and Rice, 5, 9.

11 Rice and Rice, 19.

12 Kate B. Carter, *Heart Throbs of the West* (Salt Lake City: Daughters of Utah Pioneers, 1947), 8:423.

13 Glen A. Leonard, *A History of Davis County* (Logan: Utah State Historical Society, 1999), 24.

14 Archie Binns, *Peter Skene Ogden: Fur Trader* (Portland, Ore.: Binfords & Mort, 1967), 139.

15 Richard C. Roberts and Richard W. Sadler, *A History of Weber County* (London: Utah State Historical Society, 1997), 24.

16 Floyd J. Woodfield and Clara Williams Woodfield, eds., *A History of North Ogden: Beginnings to 1985* (Ogden, Utah: North Ogden History Committee, 1985), 3.

17 David E. Miller, *Utah History Atlas* (Salt Lake City: Smith Secretarial Service, 1968).

18 LeRoy R. Hafen and Ann W. Hafen, *Handcarts to Zion* (Glendale, Cal.: Arthur H. Clark Co., 1960), 287. Also, Merrill Lofthouse, et al., *Hopkin Mathews Family: From South Wales to Utah by Handcart in 1856* (Salt Lake City, 2002).

19 *Pioneer Pathways* (Salt Lake City: Daughters of Utah Pioneers, 2006), 9:182.

20 Hafen and Hafen, 88.

21 Gaylen K. Bunker, *The Annotated Edward Bunker: A Study in Commitment and Leadership* (Salt Lake City: Gainbridge Classic, 2000), chap. 8.

22 Doran Baker, Clyde Braegger, and Glenn Allred, *A Providential Place* (Logan: Cache Valley Historical Society and Utah State Univ., 1975).

23 Hafen and Hafen, 193.

24 Kate B. Carter, ed., *Our Pioneer Heritage*, vol. 2 (Salt Lake City: Daughters of Utah Pioneers, 1949), 38.

25 Will Bagley, "One Long Funeral March: A Revisionist's View of the Mormon Handcart Disaster," *Mormon History* 35, no. 1 (2009): 69.

26 Henry Stringham and Nathaniel Stringham, *Briant Stringham and His People* (Salt Lake City: Stevens and Wallis Press, 1949), 26.

27 Baker, et al., 11.

28 Hyrum A. Campbell, ed., *Providence and Her People* (Providence, Utah: Historical Society of Providence, 1949), 8.

29 Iowa Mormon Battalion, Company E, *Roster of Iowa Soldiers*, miscellaneous, vol. 6 (Des Moines, 1911), 3.

30 Phillip Glenn Wheeler, "Benoni Campbell," December, 1888, ed. Lily Eleanor Campbell (Salt Lake City: Society of Utah Pioneers, 1986), 3.

31 Wheeler, 3.

32 Woodfield and Woodfield, 6.

33 Doran J. Baker, "Providence," *Utah History Encyclopedia*, ed. Allan Kent Powell (Logan: Univ. of Utah Press, 1994), 446.

34 Baker, et al., 41.



Art by Everett Thorpe, courtesy Providence City.

*The contributions of Kathy Baker, Kellyn Bailey, Jennifer Schultz and Kimberly Olson are recognized. Doran Baker is a lifetime member of the Utah Historical Society and is a professor of agriculture and applied science at the Utah State University. Robert Parson, university archivist, USU Special Collections and Archives, is writing Providence and Her People, 3rd ed., targeted for publication in late 2009. Maps courtesy the author; pictures and artwork courtesy Providence City and Kenneth Braegger.*



# HUNTSMAN WORLD SENIOR GAMES

*"Ignite the Passion!"*

## 1987

- About 500 Participants
- 7 Sports
- 8 Venue Sites
- Majority of Participants from Utah
- No Health Screening
- Men and Women ages 55 and Better
- Dedicated to Peace, Health, and Friendship
- John and Daisy Morgan Founded the Games



## 2009

- Estimated 10,000 Participants
- 26 Sports
- 113 Venue Sites
- 58 Countries and all 50 States Represented
- 12 Health Screenings
- Men and Women ages 50 and Better
- Dedicated to Peace, Health, Friendship, and Fun!
- John and Wilma Morgan Continue the Dream

## INTERNATIONAL COMPETITION for Men and Women 50+

**Novice to Expert—All Skill Levels Welcome!**

**26 Sports to Choose from:** Archery, Badminton, Basketball (5-on-5, 3-on-3, and Basketball Shoot), Bowling, Bridge, Cowboy Action Shoot, Chess (exhibition), Cycling, Medal Golf, Social Golf, Horseshoes, Lawn Bowls, Mountain Biking, Pickleball, Race Walking, Racquetball, Road Races, Shooting, Softball, Square Dancing, Swimming, Table Tennis, Tennis, Track and Field, Triathlon, Volleyball, and Walking Tours (non-competitive).

**Ask us about "THE CHALLENGE!"**

**UTAH**  
LIFE ELEVATED™

**Registration opens June 1st  
and closes September 1st!**

For more information, contact Huntsman World Senior Games  
1070 West 1600 South, A-103, St. George, UT 84770 ■ CALL NOW! 1-800-562-1268  
Email at [hwsg@seniorgames.net](mailto:hwsg@seniorgames.net) or visit us at [www.seniorgames.net](http://www.seniorgames.net)